CHANGE

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

6430.2 CHG 31

4/6/90

SUBJ: MINUTES OF DOD/FAA JOINT RADAR PLANNING GROUP (JRPG)

1. PURPOSE. This change transmits Attachment 73 to agency Order 6430.2. This attachment is the minutes of JRPG meeting number 73, conducted November 13-17, 1989.

2. FILING INSTRUCTIONS. File this attachment immediately following attachment 72 of this order.

W. Peter Kochis

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Director, Systems Maintenance Service

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Initiated By: ASM-103

MINUTES OF DOD/FAA JOINT RADAR PLANNING GROUP (JRPG) #73

NOVEMBER 13-17, 1989

COLORADO SPRINGS, CO

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1. ADMINISTRATIVE ITEMS

a. The formal meeting of the JRPG was conducted in Colorado Springs, CO during the week of 13 Nov 89. The Department of Defense hosted the meeting through the services of the North American Aerospace Defense Command (NORAD).

b. The list of attendees at JRPG #73 is at Attachment 1.

c. A current DOD/FAA address list is at Attachment 2.

d. An updated list of FAA Regional JRPG Coordinators is at Attachment 3.

e. Logistics Subgroup Meeting #51 was conducted 17 Oct 89. Minutes of this meeting are at Attachment 4. The new DOD Logistics Subgroup cochairman is Mr. Rance Brooks (SM-ALC/MMBBA).

f. The dates for next year's (1990) JRPG meetings are:

In-House JRPG	1-4 Oct 90
*Formal JRPG	5-9 Nov 90

*The JRPG formal meeting for 1990 will be hosted by the FAA.

The following items document discussions during JRPG meeting #73. Items preceded by references were items discussed in previous JRPG meetings. The first two digits in each reference indicate the meeting number and the alphanumerics after the hyphen indicate the paragraph in those particular JRPG minutes. Those items without reference are new items discussed by the JRPG. Several action items have been closed, yet some minor actions remain to be completed. OPRs assigned to these items are as indicated and are responsible for ensuring the remaining actions are completed.

2. JRPG GENERAL

a. Item 72-2.a, 71-2.a, 70-2.a, 69-2.a, 68-2.b, 67-2.c, 66-3.g, 65-3.1, 64-2.q, 63-4.e: Update/Revision of JRPG Ground Rules. The JRPG policy and procedures document was revised this year and the final version is provided at Attachment 5.

OPR: FAA/ASM-103; TAC/XPPF Closed

b. Item 72-2.c, 71-2.c, 70-2.b, 69-2.c(1): Coordination.

(1) Two documents issued this year delineate and emphasize the coordination process that must occur for system reconfiguration requests between the Systems Engineer at the FAA Air Route Traffic Control Center and the Data Quality Monitor at the USAF Sector Operations Control Center. One is ASM-101 memo dated June 19 to all regions titled "FAA/USAF Coordination Procedures at Air Route Traffic Control Centers" and the other is First Air Force/DOY message 162105Z Jun 89 subject "JSS Site Configurations."

(2) Updated FAA/USAF/NAVY JRPG coordination chain and problem solving flow diagrams are at Attachment 6. These diagrams replace those contained in JRPG 72 - Attachment 8.

OPR: FAA/ASM-103; TAC/XPPF; 1AF/DOY Closed

c. Briefings. The following briefings were provided during JRPG #73:

(1) Review of Last Year's JTIs. The USAF presented a review of last year's JTIs. Areas of interest included:

(a) The number of key performance parameters checked during JTIs continues to be a concern. It is the responsibility of each agency (i.e. FAA Region, AD Sector) to ensure that all key parameters identified in FAA handbooks are checked and documented in the inspection report.

(b) The number of key performance parameters out of tolerance for USAF radios has decreased significantly (33%). The cochairmen expressed their appreciation and requested all sites continue this positive trend. (Briefing provided by Mr. Lassiter, 1AF/LGK)

(2) Alaska Issues.

(a) The proposed Alaskan Air Defense System and how it affects the joint use program in Alaska is at Attachment 7. For many years the FAA and USAF shared data at three radar sites (Kenai, King Salmon and Murphy Dome). In early 1988, FAA began using the 15-sensor software in the EARTS system at Anchorage ARTCC and connected seven USAF radars to it (total joint use - 10). By the end of FY90, FAA will bring on line a second EARTS system and connect the four remaining SEEK IGLOO radars (total joint use - 14). FAA also plans on obtaining data from the four Alaska North Warning System radars and the six programmed (but unfunded) coastal radars resulting in a final configuration of 24 joint use radars in Alaska.

(b) AAC developed a three phased approach to improve FPS-117 reliability and maintainability (Attachment 8). The series of modifications implement new technology and reduce overall operations and maintenance costs. In addition, AAC will install an automated weather observation system throughout Alaska. Six terminals are scheduled in FY90 (Cape Lisburne, Indian Mt., Tin City, Cape Romanzof, Sparrevohn, Cape Newenham) and three terminals are scheduled in FY91 (Point Lay, Oliktok, Tatalina). (Briefing provided by Major Parks, AAC/LGMK)

(3) Performance Analysis by Continuous Evaluation (PACE). The 84 RADES announced that effective Nov 89 two to six Flight International Lear 25C flights per Air Defense Sector per quarter will be available to support data collection and analysis efforts. In addition, the 84 RADES continues its effort to automate PACE functions. Automation equipment and Transportable Radar Analysis Computer System (TRACS) software were delivered to each Air Defense Sector. The next step is to permanently connect the COMPAQ 386 computers to the Digital Interface Panel (DIP) at each Air Defense Sector. Until this connectivity is established, the 84 RADES OLs will manually evaluate the sites using PACE flights and/or random traffic - otherwise known as Supplemental Radar Analysis (SRA). (Briefing provided by Lt. Blanchard, 84 RADES/DOEA)

(4) Project Support Agreement (PSA). The 1845 EEG distributed a handout which provided the status of each PSA and projected when the engineering/installation teams will start scheme actions. There are over 90 projects taking place which affect approximately 50% of the joint use sites; therefore, it is imperative that each USAF agency coordinate all actions and advise their FAA counterparts accordingly. (Briefing provide by Mr. Parker, 1845 EEG/EIL)

3. RADAR EVALUATION/INSPECTION/ANALYSIS/CERTIFICATION

a. Item 72-3.a, 71-3.a, 70-2.c, 69-2.e, 68-2.a, 67-2.b, 66-3.d, 65.3.d,.64-2.m, 63-4.a(5): Joint Radar Evaluation Procedures.

(1) The draft rewrite of Order OA 6430.1, Joint Radar Evaluation Procedures has been completed and is being circulated for regional comment. Approval is expected 1Q/FY-90 with distribution occurring 2Q/FY-90. The new document will be distributed as Order 6430.7.

(2) The JRPG Cochairmen agreed that joint use data tie sites would be subject to joint evaluation and optimization as any other joint use site.

OPR: FAA/ASM-150; 84 RADES Open

b. Item 72-3.b, 71-3.b(1), 70-2.d(1), 69-2.f(1), 68-2.g(2), 67-3.o(3): MIM Checklist. The 84 RADES provided ASM-150 a modified MIM Checklist for use at sites without HFR and sites without HFR and Mode 4. A handbook change will be issued 4Q/FY-90.

OPR: FAA/ASM-150; 84 RADES Open

c. Item 72-3.c, 71-3.b(3), 70-2.d(4), 69-2.f(5): Technical Inspection Handbook (6040.6X). Publication of the revised Technical Inspection Handbook, Order 6040.6D occurred Nov 89. Air Force comments have been incorporated.

OPR: FAA/ASM-120 Closed

d. Item 72-3.d, 71-3.c, 70-2.e, 69-2.g: Joint Flight Inspection Manual Revision (6340.X). ASM-160, AVN-240 and 84 RADES will participate in a test at Oklahoma City OK, using ARSR-3, ARSR-2 and ASR-9 equipment. ASM-120 is continuing to pursue publication of the information in an agency directive.

OPR: FAA/ASM-120 Open

e. Item 72-3.e, 71-3.d, 70-2.f, 69-2.h, 68-2.aa, 67-3.bb: Interagency Ground Inspection Manual Revision (6000.6). Publication of the revised document is on hold pending completion of DOD review.

OPR: FAA/ASM-120 Closed

f. RADHAZ. FAA requested a letter from the USAF stating there is no radiation hazard at joint use sites when operating beacon only. This will be staffed and a reply provided to FAA.

OPR: 1845 EEG Open

g. Policy on Acceptance Inspections. FAA requested that an acceptance inspection between the site chief and supporting agency, i.e. USAF, USN, USCS, etc. be accomplished anytime non-FAA equipment is installed at joint use sites. Acceptance inspections will be accomplished using applicable FAA Order 6030.45 extracts provided at Attachment 9.

OPR: FAA/ASM-103; TAC/XPPF Closed

h. RADES Issues.

(1) The 84 RADES is using Flight International aircraft for radar evaluations. If the flight phase of an evaluation is delayed due to weather, for example, and the flights cannot be rescheduled due to conflicting contractor requirements, the evaluation team may have to delay or terminate their efforts resulting in loss of valuable work time and an increase in TDY costs. The RADES requests FAA consider providing flight support when all other alternatives fail. FAA will provide this support when possible.

(2) The 84 RADES is looking at different options for keeping their personnel trained/knowledgeable on radar systems and asked FAA for support. FAA is sympathetic to the RADES efforts and will assist whenever feasible. However, FAA stressed that getting downtime at radar sites for training purposes would be extremely difficult. The 84 RADES will continue looking at various training alternatives and, if FAA assistance is required, will provide a formal letter to the JRPG cochairmen.

(3) The 84 RADES assists FAA and USAF agencies in installing/trouble shooting equipment as well as evaluating/commissioning joint use radars. Therefore, it is important that RADES personnel attend the FAA academy to stay current with FAA technology. RADES requested and FAA agreed to process a waiver of charges for RADES personnel taking technical training courses at the FAA academy.

(4) The 84 RADES is responsible for performing studies of topographical features and utilities for proposed radar sites, conducting solar azimuth determinations, determining geographic locations, making skyline determinations for proposed and existing radar sites and developing coverage diagrams. RADES proposed a data collection survey schedule to update each site's data base. Surveys for the data tie sites will occur in FY90; the remaining surveys will be accomplished shortly after ARSR-4 installation. FAA requested the 84 RADES submit a formal letter to the JRPG cochairmen for approval.

(5) Requests for 84 RADES radar evaluation services should be sent to 475 WEG/DT with information copies provided TAC/XPPF/DOY, HQ FAA/ASM-103, 1AF/DOY and 84 RADES/DO. The 475 WEG requires a minimum of 45 days notification. Emergency requests (less than 45 days) will be considered on a case-by-case basis. Evaluations requiring USAF flight check aircraft must be scheduled prior to the 15th of the preceding month the check is required as outlined in the flight check contract.

OPR: 84 RADES, TAC/XPPF Open
FAA/ASM-103

4. MAJOR PROGRAMS

a. Item 72-4.a, 71-4.a, 70-2.h, 69-2.j(1), 68-2.c(1), 67-2.f, 66-3.j, 65-3.t, 64-3.j: FARR Program

(1) NCP 12111 which changes the NAS System Specification to indicate retention of the ARSR-3 at Kenai, AK and a change in the relocation of the Gibbsboro, NJ, AN/FPS-117 from Kenai, AK to Murphy Dome, AK was submitted 6/20/89. Resolution of comments on the NCP and approval by the NAS Configuration Control Board is expected early CY-1990.

(2) NCP 12209 which changes the NAS System Specification to incorporate the JRPG recommended ARSR-4 locations was submitted 8/1/89. Resolution of comments on this NCP and approval by the NAS Configuration Control Board is expected early in CY-1990.

(3) It has been recommended the Gibbsboro, NJ, and the Whitehouse, FL, ARSR-4s remain at the present radar sites. This requires JRPG Network Subgroup approval.

(4) The location for the Bucks Harbor, ME, ARSR-4 has been recommended for Howard Mt., ME. This requires JRPG Network Subgroup approval.

(5) The replacement locations for Malmstrom, MT and Lakeside, MT are being evaluated by the Northwest Mountain Region. The recommended locations are subject to the JRPG Network Subgroup review and approval.

(6) The PACAF request for an ARSR-4 for Mt. Kokee has been submitted to the FARR JPO. Negotiations are underway to add it to the FARR procurement and establish a delivery date for the equipment.

(7) A briefing on the FARR program was presented at the meeting and is included at Attachment 10.

OPR: FAA/APS-320 Open

b. Item 72-4.b, 71-4.b: Key West, FL 3D Radar.

(1) The Navy, through the FARR JPO, provided funds to purchase an ARSR-4 for Key West, FL and Guantanamo Bay, Cuba. The Navy and the FARR JPO are currently developing an appropriate National Agreement to address the procurement and logistics/training support for these two systems.

(2) The Navy 3D Radar Working Subgroup will reconvene to resolve operational and maintenance philosophies and procedures for Key West. The DOD subgroup cochairman is Mr. Seidling (COMNAVAIRSYSCOM/AIR 55151D) and the FAA subgroup cochairman is Mr. Morris (FAA/ASO-424).

(3) The TAC/DOY will inform NAVAIR of the exact date the Key West height finder radar will cease operations.

OPR: NAVAIR/55522, 1AF/DOY, TAC/DOY Open
FAA/APS-320, FAA/ASO-424

5. JOINT USE SITES

a. Data Tie Sites

(1) Item 72-5.a(3), 71-5.f(1): Whidbey Island FACSFAC

(a) A requirement still exists for Whidbey Island to receive radar data from additional joint use and FAA only radar sites. NAVELEX San Diego will, in coordination with the appropriate FAA region JRPG coordinators and Air Defense Sector personnel, develop MOAs.

OPR: NAVELEX San Diego Open

(b) There are no additional requirements for radios at joint use sites to support the Whidbey Island FACSFAC.

OPR: NAVELEX San Diego Closed

(2) Virginia Capes FACSFAC. NAVAIR requested and the FAA agreed to establish a data tie between the North Truro, MA joint use site and Virginia Capes FACSFAC. The use of radar data by the Navy will be on an "as is" basis with no reimbursement to FAA. All hardware, telephone lines and modem connections will be provided by the Navy. Virginia Capes FACSFAC will, in coordination with New England Region and NE AD Sector, develop a MOA.

OPR: NAVAIR/5515, Virginia Capes FACSFAC Open

b. Item 72-5.b, 71-5.b, 69-2.r(5), 68-2.e(9): Site Configurations. An updated list of joint use site configurations is at Attachment 11. An updated survey of data ties/services provided at joint use sites is at Attachment 12.

OPR: TAC/XPPF; FAA/ASM-103 Closed

c. Military Only (CONUS)

(1) Item 72-5.c, 71-5.c(2), 70-2.m(2), 69-2.o(2), 68-2.z(2), 67-3.gg: FAA Assumption of Maintenance at Military Only Sites.

(a) The Makah joint use site is currently providing data to the NW AD Sector. The Makah site will provide commissioned data to the Seattle ARTCC after a joint baseline evaluation is conducted during Jan 90.

(b) The FAA assumed maintenance of the Oceana site on 1 Mar 89. On 20 Jun 89, the site, after a successful joint flight inspection, started providing useable data to the SE AD Sector SOCC, Washington ARTCC, and Virginia Capes FACSFAC. The FAA commissioned the facility on 21 Nov 89 after the engine generator was installed and flight checked.

(c) TAC/DEPE letter 8 Jun 89 requested the Corps of Engineers rescind the Notice of Termination for tract 100LE at Makah, WA, and transfer the lease to FAA. USAF will pay for tract 100LE lease through 30 Jun 90; FAA assumes the lease costs on 1 Jul 90.

OPR: FAA/AEA-462/ANM-464D, SE AD Sector
TAC/DEPR

Closed

d. Hawaii

(1) Item 72-5.d(1), 71-5.d(1), 70-2.n(1), 69-2.p(3): Guam Range Extension. Delivery of the SSR/DMTI kit for Angel Peak is scheduled for April 1990 with installation to occur soon after. When installation is complete, the delay lines for Mt. Santa Rosa range extension will be shipped.

OPR: FAA/AWP-423.38

Open

(2) Item 72-5.d(2), 71-5.d(2), 70-2.n(2), 69-2.p(5): Kokee Beacon Improvements. Funds for the Mt. Kokee, HI engine generator replacement project are included in the FY90 budget. If no cuts occur, acquisition of the engine generators will take place this fiscal year.

OPR: FAA/AWP-423.38/APS-310

Open

(3) Item 72-5.d(3): Pearl Harbor FACSFAC.

(a) The Navy modified the Fleet Area Control Surveillance Facility Air Control Tracking System (FACTS) which resolved range gate incompatibilities between the Pearl Harbor FACSFAC and the Mt. Kokee radar site.

(b) An MOA between NAVELEX San Diego and FAA/AWP has not been signed supporting the Navy's request to use spare communications channels on the Diamond Head to Mt. Kaala microwave link.

OPR: FAA/AWP-423.3, NAVELEX San Diego Open

(4) MOA - PACAF/HIANG/FAA. FAA Honolulu Sector provided their final comments to AWP-423.38. The document will be rewritten incorporating comments, then resubmitted for FAA/PACAF signatures. Expected date for final signature(s) is 3Q/FY90.

OPR: FAA/AWP-423.33, PACAF/DOQZ Open
6010 AERODG/DOG, 154 COMPG/MAI

e. Alaska

(1) Item 72-5.e(1), 71-5.e(1), 70-2.o(3), 69-2.q(6), 68-2.h(9), 67-3.i(9): Murphy Dome. The contract for the second buy of SSR/DMTIs which includes a system for Murphy Dome is estimated to be awarded in January 1990. Delivery date for Murphy Dome will be decided and published after contract award.

OPR: FAA/APS-310 Open

(2) Item 72-5.e(2), 71-5.e(2), 70-2.o(4), 69-2.q(9), 68-2.h(12): FPS-117 Beacon Modification. The Program Management Directive (PMD) for the Alaskan AN/FPS-117 SEEK IGLOO Program directing SM-ALC to acquire the beacon modification and the Interagency Agreement between FAA, Alaska Air Command and the Sacramento Air Logistics Center (SM-ALC) have been signed. APS-310 and SM-ALC are trying to obtain a cost estimate for the project from General Electric. Once the cost estimate is obtained a revised milestone schedule will be developed.

OPR: FAA/APS-310, SM-ALC Open

(3) Item 72-2.d(3): FPS-117 Radar Service Performance. Meetings to discuss the Alaskan AN/FPS-117 radar service performance have been held between the Alaskan Region and the Alaska Air Command. As a result of the meetings, the 84 RADES will visit Cape Romanzof, Kotzebue, Tatalina and King Salmon for site evaluations between May and August 1990. The 84 RADES provided a briefing outlining procedures and requirements to conduct these evaluations.

OPR: FAA/AAL-461, AAC/LGMK, Open
84 RADES

f. Specific Issues

(1) Item 72-5.f(3): Key West, FL, FYQ-47. The FACTS system located at Key West will accept the CD-2 format; therefore, the Navy does not require retention of the FYQ-47 after the CD-2 is installed.

OPR: NAVAIR/55522 Closed

(2) Item 72-5.f(4), 71-5.c(1), 70-2m(1), 69-2o(1), 68-2z(1), 67-3ff: North Truro, MA.

(a) The environmental project to remove underground tanks, asbestos, contaminated soil and non-PCB switches/transformers was awarded 22 Aug 89. However, one of the bidders has filed a protest which must be resolved prior to starting actual construction. The NE AD Sector/DE will keep the FAA new England Region advised as to the status of the project.

(b) The security enhancement/building addition project design was awarded 31 Aug 89. Construction should be completed 4Q/FY90.

OPR: NE AD Sector/DE Open

6. EQUIPMENT

a. Item 72-6.a, 71-6.a, 70-2.r, 69-2.t, 68-2.w(8): CD-2 Schedule.

(1) There is still no schedule for commissioning remaining CD-2C equipment. The two factors impacting this decision are CD-2C multiple target range resolution performance and CD-2C search data rate performance. Multiple target range resolution testing is complete and the results are satisfactory to the USAF. However, search data rate testing is being conducted by the 84 RADES and the results will be forwarded to 1AF/DOY and TAC/DOY for final evaluation.

(2) Once 1AF/DOY gives approval, CD-2C equipment can be commissioned into the SOCC at sites that have 24 hour maintenance staffing using the procedures described in JRPG #72 paragraph 6.a(4). At sites with less than 24 hour maintenance staffing the CD-2C cannot be commissioned into the SOCC unless either: a) the RADES evaluation of the CD-2C with the new search data rate PROM and IRMM shows that search data rate control (via DF/LE curves and auto-crossover) is adequate for USAF use, or b) Full RMM is operational and a RADES evaluation has been conducted and 1AF/DOY and TAC/DOY has granted approval.

Note: FAA can commission CD-2C equipment to FAA ARTCCs, provided the current USAF AN/FYQ-47/49 CD capabilities are continued to the Air Force SOCCs. Regions must notify ASM-103 of CD-2C commissionings.

(3) After discussing CD-2C modifications including RMM and IRMM, the JRPG cochairmen decided it would be useful for FAA and RADES to work together to define and provide for USAF remote control and status feedback needs. RADES is tasked to work with ASM-160 on this.

(4) All Bayshore buffers should be removed by the USAF contractor (GTE) by 31 Mar 90. The contractor will provide a coaxial cable to ribbon cable adapter box to interconnect the CD Junction Box to the modems.

OPR: TAC/XPPF, 1AF/DOY/LGK
FAA/APS-318, 84 RADES

Open

b. Item 72-6.b, 71-6.b: Removal of OA-3751 from Joint Use Sites. All OA-3751 equipment has been removed except Richmond, FL which is scheduled to be done in conjunction with the height finder radar (HFR) removal.

OPR: 1845EEG

Open

c. Item 72-6.c, 71-6.c: MIG/MIM at Sites without HFR and Mode 4.

(1) The 1845 EEG designed a communications adapter which could be used to replace the MIM and/or the MIG at joint use sites. 1AF/SC is OPR for determining if the adapter will be used. FAA stressed that any device which replaces the MIM or MIG must provide total isolation between FAA and USAF data.

(2) NCP 11150 HPS Line Alarm Caused by Height Finder Decommissioning and Removal was evaluated by the 84 RADES at Lakeside, MT, on 29 Aug 89. The NCP disabled the HFR and Mode 4 fault alarms as designed. The 84 RADES developed the necessary changes to FAA Order 6340.13A Section 3.

(3) The 84 RADES stated that turning power off to the CD-2C's military interface group (MIG) is possible without interrupting any FAA radar data processing service. Assuming the USAF installs the three-to-two line converters with weather message elimination onto FAA CD-2 modem ports, the only loss to the USAF would be three USAF only search inhibit maps. This will give USAF a dual channel capability which the MIG does not have. 1AF/SC is evaluating a potential replacement device (see para 1 above).

OPR: FAA/ASM-150, 1AF/SCX

Open

d. Item 72-6.d, 71-6.d, 70-2.s, 69-2.u, 68-2.w(6): UPA-62 Installation Schedule. The SE AD Sector/LGK forwarded a proposal to FAA/ASO-424 and FAA/AEA-462 regarding installation of UPA-62s and CM-500s at Oceana, VA, Jedburg, SC, Key West, FL, Ft. Lonesome, FL, Cross City, FL and Tyndall, FL. The SE AD Sector will accomplish field testing at Tyndall, FL, provide training, assist in the installation effort, ensure TOs/spares are available, coordinate GPA-127 disposition, document installation acceptance and annotate installation record drawings. The FAA agrees with the SE AD Sector plan.

OPR: SE AD Sector/LGK Open

e. Height Finder Radars

(1) Item 72-6.e(1), 71-6.e(1), 70-2.w(2): HFR Cease Operations/Reduced Watch Coverage.

(a) USAF ceased HFR operations at Riverhead, NY (1 Apr 89) and at Mt. Laguna, CA, San Pedro, CA, Mill Valley, CA and Paso Robles, CA (1 Nov 89). USAF will cease HFR operations at Ellington, TX (1 Apr 90) and Salem, OR and Crescent City, CA (15 May 90). Additional height finder radars are planned to cease operations during FY91.

(b) ASM-103 letter 22 Nov 88 stated FAA intended to go to less than 24 hour watch coverage at coastal sites without HFRs and requested USAF concurrence. TAC/XPPF letter 20 Mar 89 is TAC's position regarding less than 24 hour maintenance at coastal radar sites. Change 1 to the Ground Rules for Reduced Watch (Attachment 13) reflects the joint position.

(c) Regions are required to submit a formal request to go to less than 24 hour watch coverage at a particular site. Thus far, approval has been granted for reduced watch coverage at Oilton, TX, Citronelle, AL, Dansville, NY, The Plains, VA, Sonora, TX and Detroit, Mi. Approval, with conditions, has also been provided for Patrick, FL.

(d) FAA requested and 1AF/SCX agreed to provide a listing of telephone requirements at each site where the HFR ceased operations.

OPR: TAC/XPPF/DOY, 1AF/DOY/SCX Open
Air Defense Sectors, FAA Regions

(2) Item 72-6.e(2), 71-6.e(2): Arctic Tower HFR Oil Interval Change. SM-ALC approved AFTO Form 22 in November 1988. Work card 31P3-2FPS6-6WC-2, card I001 will reflect the change.

OPR: 1AF/LGK, SM-ALC/MMBBA Closed

(3) Item 72-6.e(3), 70-2z(2), 69-2.bb(5): Power Interrupt Modification for HFR. The power interrupt modification for the military height finder radar at Oceana, VA, Tyndall, FL, Ft. Lonesome, FL, Jedburg, SC, Key West, FL and Cross City, FL has been installed.

OPR: FAA/ASO-424 Closed

f. Item 72-6.f, 71-6.f, 70-2.x, 69-2.bb(3), 68-2.w(9): FAA Remote Maintenance Monitoring (RMM).

(1) The NCP (#10616) to resolve the FYQ-47 normal ACE curve selection has been approved. Release/publication of the electronic equipment modification is expected December 1989.

(2) Deliveries of CD-2 Interim RMM (IRMM) kits is expected January-July 1990. CD-2 IRMM will provide:

(a) Controls.
Channel A Power On/Off
Channel B Power On/Off
MIG Power On/Off
Maintenance Console Power On/Off
Autochannel Change On/Off
On Line Channel A/B

(b) Readback.
Channel A Health Count = 0
Channel B Health Count = 0
Channel A On Line/Off Line
Channel B On Line/Off Line
MIG On Line/Off Line
Maintenance Console Alarm
Elevated Temperature Alarm
MIG Alarm
Local/Remote Control
Parity Error (RCIU to CD-2)
Frame Check Error (RCIU To CD-2)
Module Fault Lights

(3) CD-2 Full RMM will not be available until the 1992 timeframe. The 84 RADES will work with ASM-160 to define and specify the remote control and status readback requirements for CD-2 Full RMM at the SOCCs and ARTCCs.

(4) ARSR-3 limited RMM evaluations have not been completed at Ft. Lonesome, FL, and Cross City, FL.

OPR: 84 RADES, FAA/ASM-160 Open

g. Radios

(1) Item 72-6.g(1), 71-6.g(2), 70-2.y(6): GAG Maintenance Schedule. Updated USAF radio PMI requirements are at Attachment 14.

OPR: 1AF/LGK, SM-ALC/MMBBA Closed

(2) Item 72-6.g(2), 70-2.y(4), 69-2.aa(9): Juniper/Hart. NW AD Sector January 1989 request to install radios at Lakeview, OR was approved by Northwest Mountain Region. Target date for installation is Summer 1990.

OPR: NW AD Sector/LGK Open

(3) Item 72-6.g(3), 71-6.g.(3): US Customs Service Radios at Joint Use Sites.

(a) The USCS provided adjustment procedures for the GRIM unit in response to FAA's request for this information. These procedures have been forwarded to appropriate FAA regions and USAF agencies under separate cover.

OPR: FAA/Regions; USAF Sectors Closed

(b) The MOA and amendment 1 for installation and maintenance of USCS radios at 17 joint use sites (NAT-846) has been signed by all participants. Amendment 1 added an additional GRC-171 at Richmond/Miami, FL.

OPR: FAA/Regions; USAF Sectors Closed

(4) Item 72-6.g(4): UHF Radios at Joint Use Sites. Radio restoral requirements for less than 24 hour maintenance staffing is at Attachment 15.

OPR: 1AF/DOY Closed

(5) Secure UHF Radios. TAC and 1AF were directed by HQ NORAD to encrypt UHF radios at all JSS sites in support of the anti-drug mission. 1AF/SC gave a briefing on the program and explained the history, operational requirement and the issues that affect the sites. The plan is to use end-to-end encryption, i.e. there will be no encryption devices at the radar sites. However, the USAF does require space for three wide band modems and a static matrix unit at each site. An engineering package is being developed and will be sent to the FAA for review. A test will be conducted between the Tyndall radar site and the SE AD Sector SOCC to verify the recommended configuration.

OPR: 1AF/SCO Open

(6) Keno Radio Relocation. NW AD Sector requested permission to relocate radios from the GATR facility (Bldg 32) to the FAA ARSR tower. Northwest Mountain Region has no objection provided the relocation is fully coordinated/approved and jointly accepted. 1845 EEG will develop the supporting PSA.

OPR: NW AD Sector/LGK, FAA/ANM-464D Open
1845 EEG

(7) Solid State Vane Switch - GRT. The solid state vane switch removes power from the cavity upon failure of the blower motor. SM-ALC published an operational supplement (vice TCTO) to the RIVET SWITCH radio technical order which in essence leaves the installation decision and funding responsibility up to the using agencies. 1AF/LGK must review and determine if the device is cost effective for installation in all 1AF RIVET SWITCH radios.

OPR: 1AF/LGK Open

(8) Ft. Fisher, NC. Virginia Capes FACSFAC requested permission to install one GRC-171 transceiver, one GRC-211 transceiver and one TACO multiport antenna at Ft. Fisher, NC. FAA has no objections to the USN installing radios at Ft. Fisher, NC; however, FAA does not wish to maintain "one-of-a-kind" radios/antennas. Virginia Capes FACSFAC, FAA/ASO-424, SE AD Sector/LGK, 1AF/LGK and 1845 EEG will coordinate an acceptable game plan and develop a MOA to document responsibilities.

OPR: Virginia Capes FACSFAC, FAA/ASO-424 Open
SE AD Sector/LGK, 1AF/LGK, 1845 EEG

h. Item 72-6.h, 71-6.h: MIM Modification Status. The current MIM modification status is included at Attachment 16.

OPR: FAA/ASM-150 Closed

i. Item 72-6.i, 71-6.i(2), 70-2.aa(3): Test Procedures for Mode 4 Digital Sensitivity. Change 5 to the Mode 4 Digital Sensitivity handbook (6360.14A) was approved and distributed September 1989.

OPR: FAA/ASM-150 Closed

j. Item 72-6.k, 71-6k: MARK XV. Westinghouse was directed by the ARSR-4 joint program office to design the ARSR-4 to operate with the Mark XII since the Mark XV is not expected to reach initial operational capability until 1995. Mark XV program plans are to complete all phases of interoperability/compatibility testing by 1992.

OPR: FAA/APS-320 Open

k. Item 72-6.l: IF Amplifier. The 84 RADES approved the use of a solid-state IF preamplifier in the AN/FPS-91A at Makah, WA. APS-310 will initiate a NCP to authorize the procurement and installation of similar preamps in the AN/FPS-91A radar at North Truro, MA, Oceana, VA and Ft. Fisher, NC and the AN/FPS-93A at Murphy Dome, AK and Mt. Santa Rosa, Guam.

OPR: FAA/APS-310 Open

l. Item 72-6.m: Three Level Weather Modification. The 84 RADES is evaluating the Three Level Weather modification at Mt. Kaala, HI. Mt. Kaala will be the first site commissioned into an ARTCC (Diamond Head).

OPR: FAA/AWP-423.38, 84 RADES Open

m. SSR/DMTI Modification. Three joint use sites are identified on the first buy delivery schedule (Canton/Detroit, MI, Citronelle/Grand Bay, AL and San Pedro, CA). The 84 RADES will:

(1) do a baseline evaluation at San Pedro, CA in January 1990.

(2) do a baseline evaluation at the first installation of each radar type. From the initial evaluation of each type radar they will make the determination if similar sites require an evaluation.

OPR: 84 RADES Open

7. LOGISTICS

a. Item 72-7.a, 71-7.a, 70-2.bb, 69-2.ee: Supply Priorities.

(1) FAA and USAF have signed (2/27/89) and distributed the Logistics Support Agreement (NAT-516). A copy is at Attachment 17.

(2) Paragraph 9a(3) of this document was designed to recognize the FAA priority codes and to provide supply support for USAF priorities on an equal basis.

(3) FAA Depot inventory management staff are becoming familiar with the forms and procedures required to register FAA user interest as a Secondary Inventory Control Activity (SICA). This is in compliance with Department of Defense regulations.

OPR: FAA/AAC-482B, SM-ALC/MMBBA Open

b. Item 72-7.b, 71-7.b: Logistics Technicians at Sites without HFR.

TAC/XPPF letter dated 20 Mar 89 stated TAC's intent to remove the logistics technician at several joint use sites and requested a date the FAA region would accept COMSEC/logistics responsibility at each location. ASM-103 provided dates for all locations (Note: Bucks Harbor, ME has slipped to 1 Dec 89, Slidell, LA has slipped to 1 Jan 90). TAC/XPPF will provide a similar letter regarding removal of logistics technicians at sites where HFRs have closed during FY90.

OPR: FAA/ASM-103, TAC/XPPF
FAA/ANE/ASW/ANM/AWP
All AD Sectors Open

8. COMMUNICATIONS

a. Item 72-8.a; 71-2.d(10): Full Communications Service (FCS).

(1) FCS installations were completed in the Alaskan Region and all CONUS Sectors except the Southwest Sector which should be completed by the end of 2Q/FY90. The FAA and USAF agreed that a joint acceptance inspection would be accomplished for each FCS installation in the northwest and southwest using FAA Forms 6030-18 (JAI Report Cover Sheet) and 6030-25 (JAI Report Exceptions List and Clearance Record). Extracts are at Attachment 9.

(2) 1AF/SC conducted a test with the CD-2 to verify the CODEX modem will not interfere with FAA data when the Bayshore buffers are removed. FAA letter 27 Apr 89 granted approval to remove the Bayshore buffers.

(3) The GRC-171 interconnectivity wiring requires a minor modification to ensure compatibility with FCS equipment. USAF asked FAA if they would install the modification at joint use sites. FAA will provide an answer after they review the installation package. 485 EIG will provide a formal request to the cochairmen for approval.

(4) 1AF/SCO briefed that the FCS is specifically configured for each site, i.e. it is designed to access a specific frequency, on a specific radio, in a specific location. FAA maintenance technicians; therefore, should not change frequencies or radios unless directed to do so by AD Sector personnel.

OPR: 1AF/SCO, 485 EIG

Open

9. SECURITY Item 72-9: Security Surveys. Security surveys were conducted at four locations (Riverhead, NY, Paso Robles, CA, Mt. Laguna, CA and San Pedro, CA). Security surveys need to be conducted at Crescent City, CA, and Ellington, TX. A security survey is not required at Salem, OR. 24 AD/DE and 25 AD/DE briefed the status of security enhancement initiatives.

OPR: FAA/AEA-462/AWP-423.38/ASW-463
24 AD/DE, 25 AD/DE

Open

10. OPERATIONS

a. Item 72-10.a: Autonomous Operations. 1AF/SCX briefed the status of autonomous operations equipment at each site. 1AF/DOY provided clarification regarding what is considered the "maintenance display" at each site. At ARSR-3 sites Defense Weapons Directors (DWD) will use the Maintenance Display Unit (MDU); at all other sites DWDs will use the CD-1 scope. The USAF will provide FAA sites two weeks advance notification (exercises only). These exercises do not include ECM activities. The FAA will maintain the scopes according to FAA handbooks and will forward maintenance status to the AD Sector 24 hours prior to the deployment.

OPR: 1AF/SCX/DOY

Closed

b. Item 72-10.b: Staged Release. New release of radar and CD (staged release) procedures are included in the Policy and Procedures Document (Attachment 5).

OPR: 1AF/DOY

Closed

11. These minutes are directive upon the USAF after authentication and directive upon the FAA after signature of the FAA change order.

Kenneth H. Kingsmore, Lt Col, USAF
DOD Cochairman

Robert C. Klose
Robert C. Klose
FAA Cochairman

AUTHENTICATION:

RICHARD B. MYERS, Brig Gen, USAF
Deputy Chief of Staff, Plans

W. Peter Korbin
Director, Systems Maintenance
Service, ASM-1
Federal Aviation Administration

ATTACHMENTS

1. JRPG #73 Attendees
2. DOD/FAA Current Address List
3. FAA Regional JRPG Coordinators
4. Logistics Subgroup Meeting #51
5. JRPG Policy and Procedures (Revised)
6. JRPG Coordination Chain and Problem Solving Flow Diagrams
7. Alaskan Air Defense System Briefing
8. AAC's FPS-117 Three Phased Improvement Approach
9. Acceptance Inspections - FAA Order 6030.45 Extracts
10. FARR Briefing
11. Joint Use Site Configurations
12. Survey of Data Ties/Services Provided at Joint Use Sites
13. Change 1 to Ground Rules for Reduced Watch
14. USAF Radio PMI Requirements
15. Radio Restoral - Less Than 24 Hour Staffing
16. MIM Modification Status
17. Logistics Support Agreement (NAT-516)

JRPG #73 Attendees

Attachment 1

JRPG CONFERENCE
ATTENDEES

NAME	ORGANIZATION	TELEPHONE
Robert C. Klose FAA JRPG Cochairman	FAA/ASM-103	CM (202)267-8414
Kenneth H. Kingsmore DOD JRPG Cochairman	HQ TAC/XPPF	CM (804)764-4426 AV 574-4426
1. Adams, Gary	FAA/AWP-423.38	CM (213)297-1606
2. Ainsworth, Carlene	1845 EEG/XPT	CM (405)734-9341 AV 884-9341
3. Alsup, Raymond K.	SM-ALC/MMB	CM (916)643-2811 AV 633-2811
4. Andrysiak, Frank	U.S. Customs	CM (202)566-5731
5. Baca, Lewis	NAVELEXCEN San Diego	CM (619)524-2127 AV 524-2127
6. Bawer, Bob	U.S. Customs	CM (202)343-0931
7. Baker, Robert A. MSgt	1AF/LGSW	CM (804)764-6404 AV 574-6404
8. Bamford, John	U.S. Customs	CM (202)535-9310 AV 285-1096
9. Blanchard, Butch 1Lt	84 RADES/DOEA	CM (801)777-5105 AV 458-5105
10. Bongarts, Monty D. Maj	FAA/ASM-103	CM (202)267-8413
11. Borja, Anthony Capt	475 WEG/DTR	CM (904)283-3468 AV 523-3468
12. Bostrack, Dale	NAVELEXCEN CHAS	CM (803)743-1866
13. Byars, Byron	FAA/ASM-155G	CM (405)680-5186
14. Chestnut, Joseph C.	FACSFAC San Diego	CM (619)545-2142 AV 735-2142
15. Chick, Virgil C.	FAA Depot/AAC-481	CM (405)680-5572
16. Clelland, Lanny	84 RADES/ADO	CM (801)777-2035 AV 458-2035

JRPG #73 ATTENDEES

NAME	ORGANIZATION	TELEPHONE
17. Clemens, William H.	SE AD Sector/LGK	CM (904)283-5481 AV 523-5481
18. Constable, Richard A.	NE AD Sector/LGKQ	CM (315)330-7310 AV 587-7310
19. Daudelin, Robert E.	FAA/ACS-300	CM (202)267-9576
20. Davis, Steven R.	FAA/ASW-716	CM (817)624-5968
21. DeForest, Richard D.	NAVELEXCEN CHAS	CM(803)743-1866
22. Flanagan, Russell S.	NW AD Sector/SCX	CM (206)984-4738 AV 976-4738
23. Gavel, Andre Maj	1AF/SCO	CM (804)764-7334 AV 574-7334
24. Ingemi, Anthony R.	FAA/ANE-462	CM (617)273-7213
25. Jacot, David M. Maj	HQ TAC/XPPD	CM (804)764-4426 AV 574-4426
26. Jimenez, Mario A. Maj	6010 AERO DG/DOG	CM (808)656-1320 AV 456-1320
27. Johnson, Jim Maj	HQ NORAD/J5RS	CM (719)554-3399 AV 554-3399
28. Jones, Steve Capt	HQ AAC/DOYA	AV 317-552-4415
29. Jordan, Garlon	FAA/ASW-432	CM (817)624-5286
30. Kawashima, Rodney H. MSgt	6010 AERO DG/DOG	CM (808)654-1320 AV 456-1320
31. Keller, Gary C. Capt	1AF/SCX	CM (804)764-6229 AV 574-6229
32. Kessler, Robert H.	Martin Marietta/APS-320	CM (202)646-2363
33. Kuklinski, John A. Capt	NE AD Sector/LGK	CM (315)330-7209 AV 587-7209
34. Kinney, Donald E.	FARR JPO ESD/TCV	CM (202)646-4835
35. Kuwabara, Gary D.	25 AD/DE	CM (206)984-4654 AV 976-4654

JRPG # 73 ATTENDEES

NAME	ORGANIZATION	TELEPHONE
36. Lassiter, Jerry C.	1AF/LGK	CM (804)764-6095 AV 574-6095
37. Leifeste, Leela D. Capt	24 AD/LGK	CM (315)330-7217 AV 587-7217
38. Lenihan, John T.	24 AD/DE	CM (315)330-7459 AV 587-7459
39. Lorenz, Russ	FAA/AGL-461.5	CM (312)694-7764
40. McCaleb, Robert	84 RADES/DOPF	CM (801)777-5229 AV 458-5229
41. Miller, Robert Maj	SWADS/DOY	CM (714)655-6794 AV 947-6794
42. Millnik, Frederick G. Maj	SW AD Sector/LGK	CM (714)655-6748 AV 947-6748
43. Morris, Fred	FAA/ASO-424	CM (404)763-7851
44. Moulin, Neil	1845 EEG/EILC	CM (405)734-9596 AV 884-9596
45. Nixon, Wm. Brent Capt	HQ TAC/DEPR	CM (804)764-3187 AV 574-3187
46. Nobile, Mark Maj	1AF/DOY	CM (804)764-6149 AV 574-6149
47. Orlett, Bernie J.	NAVELEXCEN San Diego	CM (619)524-2142 AV 524-2142
48. Ostlund, John B. Capt	475 WEG/DTR	CM (904)283-4601 AV 523-4601
49. Owen, George R.	SIO/SYES	CM (719)554-5133 AV 692-554-5133
50. Paese, Mark	NAVAIRSYSCOM, Wash DC	CM (703)769-7929
51. Parker, J.E.	1845 EEG/EIL	CM (405)734-9311 AV 884-9311
52. Parks, James B. Maj	HQ AAC/LGMK	CM (907)552-4060 AV 552-4060
53. Pelfrey, Marvin C.	FAA/AAL-461B	CM (907)271-5308
54. Penna, Frank V.	84 RADES/DOP	CM (801)777-3300 AV 458-3300

JRPG #73 ATTENDEES

NAME	ORGANIZATION	TELEPHONE
55. Phinney, Lewis J. Lt. Col.	HQ NORAD/J30G	CM (719)554-3360 AV 692-3360
56. Phippen, Jack R.	FAA/ANM-464D	CM (206)431-2476
57. Pletcher, Merrill MSgt	HQ NORAD/J30G	CM (719)554-5469 AV 692-5469
58. Pierce, Malcolm R.	NW AD Sector/LGKQ	CM (206)984-4758 AV 976-4758
59. Riccono, August M.	FAA/ASW-463	CM (817)624-5325
60. Sanchez, Ernest CMSgt	84 RADES/DO	CM (801)777-7340 AV 458-7340
61. Scidling, Kurt	NAVAL Air Systems Command	CM (202)692-4308 AV 222-4308
62. Sestito, Fred J.	485 EIG/EILE	CM (315)330-4531 AV 587-4531
63. Sheldon, Bruce Capt	SE AD Sector/LGK	CM (904)283-5475 AV 523-5475
64. Singleton, Stephen N. Lt. Col.	SE AD Sector/LG	CM (904)283-5456 AV 523-5456
65. Skowronski, Ray Maj	NE AD Sector/DOY	CM (315)330-2661 AV 587-2661
66. Strano, Mario F.	FAA/AEA-462	CM (718)917-1307
67. Swartzendruber, Tracy	NE AD Sector/LGKQ	CM (315) 330-7065 AV 587-7065
68. Syptak, William D. Maj	ESD/TCV	CM (202) 646-5624
69. Tang, Charlie	FAA/ASM-230	CM (202)724-0331
70. Terry, George W. Jr CMSgt	HQ TAC/DOY	CM (804)764-2417 AV 574-2417
71. Teubert, Tom SMSgt	1AF/DOY	CM (804)764-6303 AV 574-6303
72. Thomas, Bobby J. MSgt	HQ TAC/DRCS	CM (804)764-4422 AV 574-4422
73. Turnquist, Clarence	FAA/APS-300	CM (202)267-8409

JRPG #73 ATTENDEES

NAME	ORGANIZATION	TELEPHONE
74. Westervelt, Bill E.	SW AD Sector/LGKQ	CM (714)655-6758 AV 947-6758
75. Weyrauch, Ted	FAA/APS-310	CM (202)267-8426
76. Wise, Michael T.	FAA/ZAN ARTCC	CM (907)269-1191
77. Yaeger, David	FAA/ASM-101	CM (202) 267-3551
78. Zernial, Ernest Maj	SW AD Sector/SC	CM (714)655-6739 AV 947-6739

OFTEN USED OFFICE DESIGNATORS

USAF

DO - Operations

LG - Logistics

SC - Communications

DE - Civil Engineering

DR - Requirements

XP - Plans and Programs

FAA

ASM - Systems Maintenance Service

APS - Program Engineering Service

ATO - Air Traffic Operations Service

ATR - Air Traffic Plans and Requirements Service

ALG - Logistics Service

AAC - Mike Monroney Aeronautical Center (FAA Depot)

ACS - Office of Civil Aviation Security

ASE - Office of System Engineering and Program Management

AAA - Office of Accounting

ABU - Office of Budget

DOD/FAA Current Address List

Attachment 2

DOD/FAA CURRENT ADDRESS LIST
USAF/NAVY

MAIL	MESSAGE
HQ USAF/XOORC/PRPFC Washington, D.C. 20300-5054	HQ USAF WASH DC//XOORC/PRPFC//
HQ TAC/XPPF/DEP/DRC/SCX/LGK/DOY Langley AFB, VA 23665-5001	HQ TAC LANGLEY AFB VA//XPPF/DEP/DRC/SCX/LGK/DOY//
1 AF/LGK/SCX/DOY/LGS Langley AFB, VA 23665-5009	1AF LANGLEY AFB VA//LGK/SCX/DOY/LGS//
24 AD/DO/LG/DE/SC Griffiss AFB, NY 13441-5000	24AD GRIFFISS AFB NY//DO/LG/DE/SC//
SE AD SECTOR/SCX/DOC/DOY/LGK Tyndall AFB, FL 32403-5000	SE AD SECTOR TYNDALL AFB FL//SCX/DOC/DOY/LGK//
NE AD SECTOR/SCX/DOC/DOY/LGK Griffiss AFB, NY 13441-5000	NE AD SECTOR GRIFFISS AFB NY//SCX/DOC/DOY/LGK//
25 AD/DO/LG/DE/SC McChord AFB, WA 98438-6003	25AD MCCHORD AFB WA//DO/LG/DE/SC//
NW AD SECTOR/SCX/DOC/DOY/LGK McChord AFB, WA 98438-6003	NW AD SECTOR MCCHORD AFB WA//SCX/DOC/DOY/LGK//
SW AD SECTOR/SCX/DOC/DOY/LGK March AFB, CA 92518-5000	SW AD SECTOR MARCH AFB CA//SCX/DOC/DOY/LGK//
HQ ESD/SCU Hanscom AFB, MA 01731	ESD HANSCOM AFB MA//SCU//
HQ PACAF/DOQZ/DOCD/SCLM Hickam AFB, HI 96853-5001	HQ PACAF HICKAM AFB HI//DOQZ/DOCD/SCLM//
6010 AERODG/DOG Wheeler AFB, HI 96854-5001	6010 AERODG WHEELER AFB HI//DOG//
154 COMPG/DO/MAI Hickam AFB, HI 96583-5000	154COMPG HICKAM AFB HI //DO/MAI//

DOD/FAA CURRENT ADDRESS LIST - CONTINUED
USAF/NAVY

MAIL	MESSAGE
HQ AAC/DOY/LGMK Elmendorf AFB, AK 99506-5000	HQ AAC ELMENDORF AFB AK//DOY/LGMK//
11 TCW/DOX/LGK Elmendorf AFB, AK 99506-5000	11TCW ELMENDORF AFB AK//DOX/LGK//
HQ NORAD/J3O/J5R Peterson AFB, CO 80914-5002	HQ NORAD PETERSON AFB CO//J3O/J5R//
SIO/SYE Stop 7 Peterson AFB, CO 80914-5001	SIO PETERSON AFB CO //SYE//
SM-ALC/MMBBA McClellan AFB, CA 95652	DIR MAT MGT MCCLELLAN AFB CA//MMBBA//
HQ AFCC/AIIC/ATT Scott AFB, IL 62225-6001	HQ AFCC SCOTT AFB IL//AIIC/ATT//
1845 EEG/EIL/XPT Tinker AFB, OK 73145-6343	1845EEG TINKER AFB OK//EIL/XPT//
485 EIG/EILE/XPT Griffiss AFB, NY 13441	485EIG GRIFFISS AFB NY//EILE/XPT//
84 RADES/CC/DO/DOP/DOE Hill AFB, UT 84056-5000	84RADES HILL AFB UT//CC/DO/DOP/DOE//
475 WEG/DTR Tyndall AFB, FL 32403-5000	475WEG TYNDALL AFB FL//DTR//
Commander, Naval Air Systems Command AIR-5515 Washington, D.C. 20361-5510	COMNAVAIRSYSCOM WASH DC//AIR 5515//
Commander Naval Electronics Systems Engineering Center Code-235 P.O. Box 80337 San Diego, CA 92138-0337	NAVELEXCEN SAN DIEGO CA//CODE 235//

DOD/FAA CURRENT ADDRESS LIST - CONTINUED

FAA

MAIL	MESSAGE
FAA/ASM-103 800 Independence Ave., SW Washington, D.C. 20591	FAA WASH DC//ASM-103//
FAA Technical Center ASM-162 Atlantic City Airport Atlantic City, NJ 08405	FAA TECH CENTER ATLANTIC CITY NJ// ASM-162//
FAA Aeronautical Center AAC-481/ASM-150 P.O. Box 25082 Oklahoma City, OK 73125	FAA AERONAUTICAL CENTER OKLAHOMA CITY OK//AAC-481/ASM-150//
FAA/AGL-422.3 FAA Great Lakes Region 2300 E. Devon Avenue Des Plaines, IL 60018	FAA GREAT LAKES RGN DES PLAINES IL// AGL-422.3//
FAA/ASO-424 FAA Southern Region P.O. Box 20636 Atlanta, GA 30320	FAA SOUTHERN RGN ATLANTA GA//ASO-424//
FAA/AEA-462 FAA Eastern Region Federal Bldg. JFK Int'l AP Jamaica, NY 11430	FAA EASTERN RGN NEW YORK CITY NY// AEA-462//
FAA/ANE-462 FAA New England Region 12 New England Exec Park Burlington, MA 01803	FAA NEW ENGLAND RGN BURLINGTON MA// ANE-462//
AA/AAL-461 FAA Alaskan Region 222 W 7th Ave, #14 Anchorage, AK 99513-7587	FAA ALASKA RGN ANCHORAGE AK//AAL-461//

DOD/FAA CURRENT ADDRESS LIST - CONTINUED
FAA

MAIL	MESSAGE
FAA/ACS-324 800 Independence Ave, SW Washington, D.C. 20591	FAA WASH DC//ACS-324//
FAA/ANM-464D FAA Northwest Mountain Region 17900 Pacific Highway South C-68966 Seattle, WA 98168	FAA NORTHWEST MOUNTAIN RGN SEATTLE WA // ANM-464D//
FAA/AWP-423.33 FAA Western Pacific Region P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009	FAA WESTERN PACIFIC RGN LOS ANGELES CA// AWP-423.33//
FAA/ASW-463 FAA Southwest Region Ft. Worth, TX 76101-0463	FAA SOUTHWEST RGN FT WORTH TX//ASW-463//

FAA Regional JRPG Coordinators

Attachment 3

REGIONAL JRPG COORDINATORS

NAME	REGION	TELEPHONE
Chick, Virgil	AAC-481	FTS 747-5572 (405)680-5572
Ingemi, Anthony	ANE-462	FTS 836-7213 (617)273-7213
Larsen, Emmett	AWP-423.33	FTS 984-1106 (213)297-1106
Lorenz, Russ	AGL-422.3	FTS 384-7764 (312)694-7764
Morris, Fred	ASO-424	FTS 246-7851 (404)763-7851
Pelfrey, Marvin	AAL-461	FTS907-271-5308 (907)271-5308
Phippen, Jack	ANM-464D	FTS 446-2476 (206)431-2476
Riccono, Gus	ASW-463	FTS 734-5325 (817)624-5325
Strano, Mario	AEA-462	FTS 667-1307 (718)917-1307

Logistics Subgroup Meeting #51

Attachment 4

MINUTES OF USAF/FAA

JOINT RADAR PLANNING GROUP (JRPG) - LOG SUB-GROUP

MEETING #51

MIKE MONRONEY AERONAUTICAL CENTER

OKLAHOMA CITY, OKLAHOMA 73125

October 17, 1989

1. The meeting was convened to document transfer of equipment between U.S. Air Force (USAF) and Federal Aviation Administration (FAA) in support of Joint Surveillance System (JSS) facilities. Property transfers are in accordance with Joint Radar Planning Group (JRPG) procedures and directives. Authorization for subject transfers are in the Memorandum of Agreement (MOA) between the Department of Defesne (USAF) and the Department of Transportation (FAA) for the JSS (NAT 614).

2. List of Attendees:

NAME	TELEPHONE
Virgil C. Chick DOT/FAA Log Sub Group Co-Chairman	405-680-4623
Jerry C. Lassiter 1AF/LGK DOD/USAF Alt. Log Sub Group Co-Chairman	804-764-6095
Clifton D. Tull Donna Rice GSA Regional Representatives Tinker AFB, OK	405-231-4628
M/Sgt. Robert Baker HQ 1 AF/LGSE Langley AFB, VA	804-764-6108

3. At the request of the Chairman, GSA representative was present to sign the SF-122 to document transfers.

4. USAF/FAA documents evidencing transfer are attached and listed in paragraph 5.

5. Summary of Transfer Actions:

LOCATION	PROPERTY	SF-L22	$VALUE
Pearl River, LA	Administrative Furniture and Support Equip.	SW-89-001 SW-89-004 #9200344	$7,240.86
North Truro, MA	Administrative Furniture and Support Equip.	ANE-50-89-001	72,343.19
Whitehorse, FL	Administrative Furniture and Support Equip.	#9700313 #9700130	7,395.58
Oilton, TX	Administrative Furniture and Support Equip.	#89-003	2,494.21

Patrick, FL	Administrative Furniture and Support Equip	#9700129	4,775.02
Lakesides, MT	Radar Set Grp AN/GPA-127	NW-52-89-100	50,000.00
Oceana, VA	Radar Set AN/FPS-91 and Associated Equip.	AEA-54A-89-001	1,253,180.60
		TOTAL:	$1,397,429.46

6. Total dollar value of property transferred as a result of this meeting amounted to $1,397,429.46.

7. The next logistics sub-group will be called by the co-chairman when required.

Jerry C. Lassiter
1AF/LGK
USAF Alt. Co-Chairman

October 17, 1989
DATE

Virgil C. Chick
AAC-481
DOT Co-Chairman (FAA)

October 17, 1989
DATE

JRPG Policy and Procedures (Revised)

Attachment 5

JOINT RADAR PLANNING GROUP (JRPG)

POLICY AND PROCEDURES

DOCUMENT

PREFACE

In the interest of economy, reduction of federal power consumption, reduction of use of public lands and reduction of propagation of radar emanations in the atmosphere, while providing for effective accomplishment of the missions of the Department of Transportation, specifically the Federal Aviation Administration, herein after referred to as FAA, and the Department of Defense, specifically the United States Air Force, herein after referred to as USAF, formalized planning for the joint use of long-range radar facilities has been established.

The USAF has been designated the Department of Defense executive agent for joint planning with the FAA concerning the National Aerospace System (NAS) and the Air Defense System (ADS). Within the USAF, the Deputy Chief of Staff, Plans (TAC/XP) has the executive agent responsibilities for joint use planning of long-range radar facilities.

The FAA has been designated the Department of Transportation executive agent for joint planning with TAC concerning the NAS and ADS. Within the FAA, the Systems Maintenance Service (ASM-1) has the executive agent responsibilities for joint use planning of long-range radar facilities.

All joint use planning of long-range radar facilities will be implemented and coordinated through the Joint Radar Planning Group (JRPG) as established in the Ground Rules for Air Defense Command and Civil Aeronautics Administration Joint Use of Radar Facilities dated 29 Oct 58.

SCOPE

This document summarizes current policies and procedures, originally established in the Ground Rules and subsequently modified through periodic JRPG meetings and other USAF/FAA approved orders/regulations/agreements. It provides policy and procedural guidance for maintenance, operation, and logistical support at joint use facilities. This document will be updated when policy/procedural changes are documented in JRPG minutes or applicable USAF/FAA orders/regulations/agreements. The information promulgated in this document is intended to accompany organizational concepts presented in the JRPG Organization and Concepts Document. (JRPG 72 - Atch 8)

The joint use program within Alaska and Hawaii/Guam is unique in that the military has significant maintenance responsibility; therefore, the majority of the information contained herein does not apply. Alaska and Hawaii/Guam personnel are required to follow the basic JRPG ground rules; however, the specifics regarding operation and maintenance will be documented in a separate MOA between the region and applicable military agencies.

CHAPTER 1

GENERAL POLICY

1-1. Procedures prescribed herein summarize previously approved guidance, i.e. Ground Rules, NAT-614, JRPG minutes, etc., and will apply to all agencies involved in the joint use program.

1-2. Joint Use of Radar Facilities. The joint use of radar facilities will be implemented whenever practical (Civil Air Policy, May 26, 1954).

a. All formal joint use planning will be initiated and coordinated through a DOD/FAA Joint Radar Planning Group (JRPG) as specified in the Ground Rules.

b. Due to differences in mission requirements, it is realized that compromises by all agencies concerned may have to be made to provide for joint use of radar information (Ground Rules - I).

c. Programs and planning for new systems which may have application in the joint use radar program will be coordinated commencing with the conceptual stage of the acquisition process. Siting of new radar equipment by either agency, in areas where similar coverage may be required by both, will be coordinated in an effort to meet the requirements of both agencies (Ground Rules - I).

d. Third party (other Government agencies) requirements for use of joint use sites must be coordinated with the JRPG cochairmen prior to the admission of the third party (JRPG 62 - 1.s).

(1) Agreements for radar data beyond normal FAA/TAC use should be made between the affected FAA region(s) and the issuing military command/agency. However, to keep these agreements under the JRPG umbrella, copies of the draft documents shall be provided to the Cochairmen (JRPG 71 - 5.a)

e. Other DOD element requirements must be initiated through the DOD JRPG Cochairman for coordination with FAA (OSD memo 11 Jul 66; ADC/CC ltr 21 Oct 66; HQ USAF/PA msg 301900Z Aug 79; JRPG 69 - 2.b).

1-3. Meetings On Joint Use Matters. All formal JRPG meetings shall be cochaired by a representative from TAC and FAA. The TAC cochairman will be designated by the Deputy Chief of Staff, Plans, Headquarters Tactical Air Command. The FAA cochairman will be designated by the Director, Systems Maintenance Service, FAA headquarters. Other services, agencies, or commands will be invited to participate in JRPG meetings when they have interests and concerns in joint use matters (Ground Rules -I.2/II.1).

1-4. Joint Use Agreements. Each FAA region, in conjunction with their military counterparts, will develop a local agreement for each joint use site according to their unique needs. The content, review cycle, signature level, etc. will be as mutually agreed to. Local agreements will not conflict with JRPG policy and are to be of a local nature (JRPG 68 - 2.ii; JRPG 71 - 5.a).

1-5. Directives. FAA and military personnel assigned to a joint use facility will comply with applicable joint FAA/USAF and host agency directives (Ground Rules - III.27).

1-6. Chain of Command. The chain of command will be followed for all matters which cannot be resolved locally. Problems not solvable at one level shall be forwarded directly to the next higher level of authority for resolution (Ground Rules - III.16; JRPG 72 - Atch 8).

1-7. Coordination. All FAA and USAF personnel associated with the joint use program must understand that the site requirements are not controlled by the FAA nor the USAF as separate entities. Both the FAA and USAF have the responsibility to coordinate all actions affecting the site i.e. equipment configuration alterations/modifications, site visits, operating parameter changes, maintenance downtimes, etc. (JRPG 69 - 2.c(1); JRPG 70 - 2.b; JRPG 71 - 2.c; JRPG 72 - 2.c(1)).

1-8. Requests for RADES Evaluation Services. Requests for 84 RADES radar evaluation services should be sent to 475 WEG/DT with information copies provided TAC/XPPF/DOY, HQ FAA/ASM-103, 1AF/DOY and 84 RADES/DO. The 475 WEG requires a minimum of 45 days notification. Emergency requests (less than 45 days) will be considered on a case-by-case basis. Evaluations requiring USAF flight check aircraft must be scheduled prior to the 15th of the preceding month the check is required as outlined in the flight check contract (JRPG 73 - 3.h(5)).

1-9. Policy on Acceptance Inspections. Joint Acceptance Inspections shall be conducted IAW FAA Order 6030.45 for equipment installed at joint use sites that will be maintained by FAA. In addition, an acceptance inspection of USAF equipment installed at joint use sites will be conducted (JRPG 73 - 3.g; FAA Order 6030.45).

CHAPTER 2

MAINTENANCE

2-1. Equipment Maintenance.

a. The FAA will maintain USAF-owned electronic equipment as agreed to by the JRPG. Equipment maintenance will be performed in accordance with Air Force standards and applicable Technical Orders. All equipment will be maintained to assure a capability to support a 24-hour per day, 7 days per week operation, except when special provisions are made between the FAA and USAF (NAT-614 - Art VIII; JRPG 66 - Atch 4, Appendix E; JRPG 68 - 2.jj; JRPG 71 - Atch 10).

b. All FAA technicians working on the HFR will be certified to the RP41A level and the certification will be kept on file at the joint use site. Certification will be accomplished by successfully completing the proficiency performance examination for HFR technician (RP41A) or by the supervisor certifying the technician is capable of performing at a level comparable to the RP41A (JRPG 68 - 2.ff).

c. Dual channel primary and secondary radar is essential. A duplicate standby or back-up system is required except for such common portions as antenna, waveguide, etc. The FAA will report standby channel status to USAF, regardless of cause, if the standby channel is not available and cannot be restored within a maximum of 15 minutes after initial failure (JRPG 69 - 2hh; Ground Rules - III.1).

d. Maintenance of radar data transmission (modems) and the associated communications ancillary equipment required for air traffic control or military purposes will be the responsibility of the agency establishing the requirement. However, waivers are permissible upon written agreement by both agencies (Ground Rules - I.3).

e. The USAF will maintain GAG antennas at locations where they are mounted on poles which do not have ladders and platforms. At locations where poles have ladders and platforms, or antennas are mounted on/in radar antenna decks, FAA will accomplish antenna maintenance (JRPG 64 - 3.c).

f. The FAA has transferred back to the USAF all ground-air-ground (GAG) radios and assets previously transferred under NAT-614. The USAF is responsible for providing logistical support (parts, TCTOs, etc.) for FAA maintenance (JRPG 68 - 2.s(1); JRPG 69 - 2.aa(1); JRPG 70 - 2.y(1)).

g. Maintenance of USAF-owned equipment beyond the capability of host site personnel, such as depot level maintenance (DLM), technical assistance visits, etc., will be provided by the USAF on a non-reimbursable basis. USAF will schedule DLM requirements and arrange for all specialized depot level repair and technical assistance. When a task exceeds the capabilities of the on-site FAA personnel (for lack of tools, training, or technical data, etc.), they will call the Air Defense (AD) Sector for DLM assistance. The AD Sector should screen these requests and, where possible, provide technical assistance over the phone or through on-site instruction of the FAA technicians. The AD Sector will pursue DLM when the task is beyond their capabilities as well. The FAA will participate in HFR DLM to the greatest extent possible (NAT-614 - Art VIII; JRPG 66 - 4.j).

h. Radar or equipment shutdowns will be held to a minimum consistent with satisfactory and proper maintenance. Equipment shutdowns, other than emergency failures, will be made only after coordination with and approval by both USAF and FAA (JRPG 66 - Atch 4, Appendix D; Ground Rules - III.3).

i. USAF equipment operational ready standards are used by the 1 AF/LGK staff for gauging operational availability rates. Locations falling below the standards are highlighted and reasons for sub-standard performance identified. The reporting standards for FAA sites are: search radar - 99%, height radar - 93%, common digitizer - 96% (JRPG 67 - 3.cc).

j. The transition and/or the transfer of equipment maintenance responsibility at a joint use facility, from one agency to the other, will be as specified in a written agreement between the USAF/FAA. Procedures for the FAA and/or military assumption of electronics equipment joint use maintenance responsibility are:

(1) An initial FAA/USAF acceptance inspection will be conducted not later than 30 days prior to scheduled assumption of maintenance responsibility. This inspection will establish the condition of the equipment to be turned over for maintenance, including primary radars and ancillary supporting equipment. Discrepancies will be noted and corrected by the agency accountable for the equipment.

(2) A final FAA/USAF acceptance inspection, to insure that all major discrepancies have been corrected, will be made immediately prior to assumption of maintenance responsibility.

(3) Upon completion of the above actions, the actual assumption of maintenance responsibility shall be implemented with the execution of a local agreement (Ground Rules - III.28).

k. Data Restoration/Trouble Shooting of Telco Lines (JRPG 67 - 3.hh). During contingency communications contract negotiations, the government (USAF/FAA) agreed to participate in data circuit troubleshooting at the sensor sites subject to the following stipulations:

(1) Under no circumstances will government personnel be asked to repair defective contractor equipment.

(2) Neither the government nor any government personnel will be liable for damages or loss resulting from actions taken while assisting the contractor in troubleshooting via telephone.

(3) Assistance will be on an "as available" basis with other government maintenance activity taking precedence. The government will in no way be responsible for maintenance delays do to non-availability of government personnel.

(4) The contractor will provide training familiarization required by government personnel .

2-2. Records, Reports, and Files.

a. The National Airspace Performance Reporting System (NAPRS) Order 6040.15 has been revised to include equipment failures and service outages to the HFR, GPA-124, Military Interface Group/Modification and GATR facilities. This action increases management awareness of maintenance on this equipment. When outages are occurring that affect the USAF, the Data Quality Monitor at the SOCC should contact the System Engineer at the appropriate FAA Center (JRPG 68 - 2.x).

b. The FAA will maintain USAF AFTO Forms 349 and 350, and will provide the necessary technical data for the timely completion of AFTO Forms 95 and 120 by on-site USAF personnel. Current USAF policies concerning joint use sites exempts MDC documentation on the FPS-116, GPA-124, GPA-127, and GAG radios, except AFTO Form 349s are required for TCTO actions and AFTO Form 350s are required for E&R actions. The responsibility for maintenance and disposition of the forms rests with USAF. The FAA will also provide all technical information required to the USAF logistics focal point for timely completion of Material Deficiency Reports (JRPG 66 - Atch 4, Appendix E; JRPG 68 - 2.s/2.v; JRPG 71 - Atch 10; NAT-614 - Art VIII).

c. In the event minor floor plan changes are accomplished locally, FAA will annotate the equipment location changes on two sets of the applicable Communications Systems Installation Records (CSIRs) drawings and provide one to the USAF site commander (or Sector LGKQ where there is no site commander) for distribution to the appropriate AFCC office (JRPG 68 - 2.rr; JRPG 72 - 8.b).

d. FAA will establish and maintain a USAF equipment technical orders (T.O.) file to support USAF-owned equipment. All changes, supplements, etc., shall be posted by FAA personnel in a timely manner and in accordance with the accompanying instructions (JRPG 65 - 3.x; NAT-614 - Art VIII).

e. Technical orders will be requisitioned by FAA Washington, D.C., regions, and joint use facilities. Technical orders will be obtained by use of individual distribution code numbers assigned in accordance with T.O. 00-5-2, section XI, and FAA Order 1710.12 (Ground Rules - III.25).

f. USAF personnel at FAA owned joint use sites will use the FAA site technical order distribution code to order required USAF T.O.'s (JRPG 64 - 3.q).

g. Military requirements for FAA orders and handbooks, as required, will be obtained by a letter or telephone call to FAA Administrative Staff, ASM-12, Washington, D.C. 20591.

2-3. Equipment Modifications.

a. After a radar has become a joint use facility there will be no equipment changes or modifications without thorough agreement as to an appropriate course of action through the JRPG (Ground Rules - I.1.c).

b. Modification proposals for joint use systems may be prepared and submitted by FAA elements or military commands. Submission of proposed modifications will be in accordance with the established procedures of the respective agencies (Ground Rules - III.24).

c. Funding for modifications required by the FAA will be the responsibility of the FAA, while funding for modifications to meet the requirements of the military will be the responsibility of the appropriate military command (Ground Rules - I.3; NAT-614).

d. The FAA agrees to abide by AFR 57-4 on those equipments which are logistically supported by the USAF. Likewise, USAF agrees to abide by FAA Order 6032.1, on those equipments which are logistically supported by FAA (Ground Rules - I; JRPG 36 - 1.m; JRPG 54 - 1.1).

e. All modification proposals will be approved by the headquarters of the agency having configuration control responsibility prior to submission for interagency coordination. The USAF desires to review these modifications in accordance with the JRPG Ground Rules at the earliest possible time to assure that their use will not affect the USAF mission and that appropriate safeguards are installed to prevent undesirable degradation during ECCM training missions. The FAA will provide routine distribution of modification proposals to the 84 Radar Evaluation Squadron/DO at the earliest possible time in the development stage. When agreement on a modification cannot be reached through normal channels, the problem will be presented to the Joint Radar Planning Group for resolution (JRPG 68 - 2.w(11)).

f. The FAA point of contact for proposed modification evaluations is ASM-600 and within the USAF it is the 84 RADES (JRPG 72 - 2.c(2)).

2-4. Suggestions.

Headquarters AFMPC has coordinated a new procedure with the FAA for covering suggestion participation by FAA personnel and has forwarded it to all affected MAJCOMS (HQ AFMPC/MPCASB letter 4 Oct 84). The following procedures will be incorporated in the next revision of AFR 900-4. The FAA employee prepares AF Form 1000 and sends it to the operating location's host Air Force base suggestion office (DPF). The suggestion office (DPF) establishes accountable records, enters it into the data system, and forwards it to the organizational monitor who selects the proper reviewer. The evaluator decides merits of the idea and takes action to implement approvals. The monitor will quality control the evaluations administratively and then send them to the DPF. The suggestion office (DPF) notifies the suggestor of the approval or disapproval of the suggestion and prepares the proper documents. Copies of award certificates will be sent to the appropriate regional personnel office (JRPG 68 - 2.n).

2-5. Maintenance Coordination (JRPG 62 - 1.o; JRPG 66 - 4.c and Appendix E).

a. The AD Sector Maintenance Control Function includes Job Control for equipment outage reporting, Plans and Scheduling for scheduling downtime and Materiel Control for logistics functions. At all joint use radar facilities, the exchange of maintenance information and equipment status reporting will be effected between job control and the appropriate FAA point of contact. This information applies to both USAF and FAA owned mission reportable ground electronics equipments.

b. The exchange of maintenance information between the AD Sector maintenance control and FAA personnel will include scheduling downtime and equipment outage reporting when FAA is unable to provide USAF with useful operational data from any system or equipment supporting the USAF mission, such as:

(1) Search Radar

(2) Common Digitizer/MIM

(3) Height Finder Radar

(4) SIF/Mode 4

(5) SIF/Beacon

(6) Ground-Air-Ground Radios (loss of any assigned designator/frequency).

c. The coordination process for exchange of maintenance information, status reporting, and system parameter changes is defined in JRPG 62 - 1.o. The USAF site chief should not be in the maintenance coordination process between the AD Sector job control and the FAA site technician.

2-6. Maintenance Scheduling (JRPG 66 - Atch 4, Appendix E).

a. Scheduled actions (downtime requirements known in advance prior to the start of an affected Zulu day, i.e., PMI, modification, training, etc.):

(1) All forecasted downtime will be scheduled in the AD Sector Monthly Maintenance Plan (MMP) and coordinated with the AD Sector staff by Plans and Scheduling personnel during normal duty hours.

(2) The FAA Systems Engineer or his designated representative will notify the AD Sector Plans and Scheduling of all scheduled downtime once tentative approval has been obtained through FAA Channels. Procedures are as follows:

(a) Notification of all recurring actions that are routinely scheduled every month at a specified time is not required once the requirement has been established. These actions will automatically be incorporated in the MMP unless advised of desired changes.

(b) Any deletion, extension or time change of a recurring action, or any additions to the MMP will be submitted by FAA site personnel to the AD Sector Plans and Scheduling to arrive no later than the first duty day of the month preceding the month that the required actions are desired. For example, a change for the month of June should arrive no later than the first duty day of May. If this advance notification is not possible due to unforeseen requirements, earliest notification prior to the Zulu day of the maintenance action will be effected. Notification in writing, such as a speed memo, FAA Form 2800-1, is desirable but not required when submitting changes to the MMP.

b. All coordination of scheduled and unscheduled maintenance actions affecting equipment status during the current day will be made with the Job Control. The AD Sector Job Control is the 24-hour point of contact for coordinating maintenance actions with FAA.

(1) For scheduled actions in the MMP:

(a) The AD Sector Job Control will coordinate all scheduled maintenance with the AD Sector Senior Director for mission impact and notify site personnel accordingly when changes to scheduled times have been requested.

(b) When a deviation from scheduled time is required by FAA, site personnel will notify the AD Sector Job Control prior to the time scheduled.

(c) Unless a change has been affected by (a) or (b) above, site personnel may automatically take equipment out of service as scheduled in the MMP.

(2) For unscheduled actions such as malfunctions, PACE failures, etc.:

(a) The FAA maintenance technician responsible for the equipment will notify the AD Sector Job Control of any new equipment outages or significant changes in equipment status which affect USAF operations.

(b) Information required by the AD Sector Job Control includes but is not limited to the following:

1 Start time of outages.

2 Brief description of malfunction/reason for outage.

3 Estimated time return to operation (ETRO). Site personnel will establish a initial ETRO based on a realistic estimated time needed to diagnose and correct the problem. If a time extension or a maintenance delay is needed/anticipated, site personnel will provide an updated ETRO prior to expiration of last ETRO. The AD Sector will refrain from interruptions of the site technicians while maintenance is in progress unless mission requirements dictate a need for immediate status.

4 Time returned to operation (stop time).

5 Brief description of maintenance actions taken to return equipment to normal operation.

2-7. Radome Maintenance. Radome maintenance and repair, at joint use radar facilities, will be as specified in AAC-P-41 (JRPG 69 - 2.x(2); JRPG 70 - 2.v(2)).

2-8. Diesel Power Plant Maintenance. The maintenance of diesel power plants, at joint use facilities, will be the responsibility of the owning agency (Ground Rules - III.13).

2-9. Environmental Support. Environmental support will be accomplished as follows:

a. USAF will reimburse FAA for common site costs such as utilities, janitorial services, supplies, ground maintenance, etc. Reimbursement will be based on the USAF workload at each site calculated annually (JRPG 70 - Atch 8; NAT-614 - Art VIII).

b. At those locations where service contracts for housekeeping do not exist, USAF will be responsible for housekeeping of areas unique to USAF requirements (i.e., USAF operations area and dormitory space). FAA will be responsible for housekeeping areas unique to FAA, and common area housekeeping responsibility will be specified in a local agreement (NAT-614 - Art VIII).

c. Maintenance and repair and minor construction of USAF real property at joint use sites will be accomplished IAW JRPG M&R/MC Agreement. When FAA services are used TAC will reimburse the FAA for total costs incurred to accomplish M&R/MC work at joint use sites to include material, engineering, maintenance mechanic time and travel, etc. (JRPG 72 - Atch 12).

d. The owning agency shall make provisions for maintenance, storage, lavatory, office, and other space as required and specified in a local agreement (Ground Rules - III.26).

e. The AD Sector and FAA SFO Manager will review all proposed new construction for the site to ascertain that such proposed construction will not create unacceptable losses of radar/radio coverage or objectionable beacon reflections (JRPG 66 - Atch 4, Appendix H).

f. The FAA SFO Manager is responsible for fire protection throughout the site. The SFO Manager will ensure that all assigned USAF personnel are made aware of FAA fire protection, prevention, and training requirements and that they are included in site fire prevention/training programs. Particular attention will be given to fire reporting/evacuation procedures. The USAF Site Chief will notify the FAA SFO Manager of any fire hazard in USAF occupied areas that cannot be eliminated by assigned personnel (JRPG 66 - Atch 4, Appendix H).

2-10. Corrosion Control. FAA will treat rust/corrosion of USAF electronic equipment/structures, on an onsite basis, IAW technical orders. When corrections of corrosion problems exceed the capabilities of the onsite technician, the Chief of Maintenance of the appropriate AD Sector will be notified (JRPG 62 - 1.p).

2-11. Joint Technical Inspections. JTI's will be jointly conducted by USAF/FAA personnel IAW the latest revision of FAA Order 6040.6 (JRPG 71 - 3.b.(5)).

a. A key performance parameter is any parameter identified with an arrow in the FAA equipment handbook, Chapter 3, Standards and Tolerances. Each sub-item associated with the arrow is also a key performance parameter (JRPG 69 - 2.f.(2)).

2-12. Staffing.

a. As a result of the declining employment levels and the grade disparities between the USAF-dedicated work force and the FAA-dedicated work force at the joint use sites, the JRPG agreed to conduct a test of a single, comprehensive work force at ten joint use sites. Test results showed no degradation of service, operational readiness and operational availability, due to the employment of the integrated technician work force. The IWF concept has been implemented as the staffing method for the joint use sites (NAT-614 - Article X).

b. The ground rules for implementation of the IWF addresses specific staffing levels, training requirements and response times. Reimbursement is identified in NAT-614, Amendment 2 (JRPG 70 - 2.1(2)/Atch 8).

c. FAA shall not reduce staffing below that required to provide and maintain 24 hours a day, seven days per week coverage except at those sites having an RMM capability and agreement has been received from the USAF for less than 24 hour staffing (NAT-614 - Article X, para 2.c).

d. The ground rules for reduced watch sets the requirements at 15 locations where this will be implemented. Regions will submit a letter to the AD Sector stating FAA's intent to go to less than 24 hour watch coverage at a particular site (including data tie sites) on a specific date (JRPG 71 - Atch 10; JRPG 72 - 6.e.(1)(c)).

2-13. CD-2C Acceptance. Once the range resolution situation is solved, the following procedures for accepting/commissioning CD-2Cs will be used (JRPG 72 - 6.a(4)):

a. A joint evaluation will be conducted by FAA/RADES personnel.

b. A telecon at the conclusion of the joint evaluation with AD Sector and FAA Region will be conducted by the evaluation team summarizing the results of the evaluation.

c. The region will send a letter to the AD Sector documenting their intent to commisssion the CD-2 on a specific date.

d. The AD Sector will forward the request including their recommendation to 1AF/DOY.

e. 1AF/DOY will coordinate with TAC/DOY and NORAD/NCO and advise the AD Sector accordingly.

f. The AD Sector will inform the region.

g. Copies of all correspondence will be sent to the JRPG Cochairmen.

CHAPTER 3

LOGISTICS SUPPORT

3-1. Equipment, Components, and Facilities.

a. FAA will provide all logistic and associated administrative support for:

(1) FAA-owned system equipment/components and facilities used to provide a joint FAA/USAF capability.

(2) Office equipment and administrative supply items unique to FAA requirements.

(3) Equipment/facilities transferred from USAF to FAA ownership (NAT-614 - Art VII).

b. USAF will provide all logistic and associated administrative support for:

(1) USAF owned equipment/components and facilities.

(2) Office equipment and supplies unique to USAF requirements.

(3) All other systems/equipment/facilities maintained by USAF but not required to provide a joint use capability (NAT-614 - Art VII).

c. Initial shop tools, storage cabinets, storage bins, work benches, etc., required to support a new or added work center at a joint use facility will be provided by the agency establishing the work center. Replacement of lost or damaged shop tools will be the responsibility of the maintaining agency (Ground Rules - III.29).

d. Test equipment required to maintain USAF-owned equipment will be transferred to the FAA and will be equivalent to FAA test equipment where possible. The test equipment will be maintained and calibrated according to current FAA maintenance procedures. Any subsequent replacement necessary for subject equipment will be provisioned by FAA on a reimbursable basis as approved by FAA headquarters in coordination with USAF. All test equipment will be initially calibrated prior to transfer (NAT-614 - Art VIII; JRPG 71 - 6.1(1)).

e. Test equipment loaned by either agency to the other for field maintenance or special joint use programs shall be as authorized by the agency providing the equipment. Accountability for the equipments provided will remain with the agency loaning the equipment. The agency owning the equipment will retain the authority to conduct property inspection and/or inventory of their property at any time deemed necessary. The following guidelines for replacement of reimbursable test equipment, certified as no longer serviceable/repairable, will apply:

(1) Replacement test equipment will be ordered from the FAA depot by joint use sites.

(2) If support cannot be provided by the FAA depot, replacement item(s) can be requisitioned from the USAF for interim use until the replacement item(s) can be provided by the FAA depot.

(3) Disposal of the unserviceable item(s) will be IAW FAA policies/directives.

(4) FAA depot will budget for a 10% failure rate over a three year period. USAF will be billed after the FAA depot purchases and issues a replacement item. The interim replacement item(s) will be returned to the USAF (JRPG 68 - 2.d(1)).

f. A National Logistics Support Agreement between the USAF and FAA (NAT-516) provides authority for the FAA Aeronautical Center and the appropriate USAF Logistics Command Air Logistics Center to negotiate and effect supply support agreements. Guidance for supply support of USAF equipment maintained by the FAA is contained in AFM 67-1 (JRPG 53 - 1.k(b)).

g. Transfer of equipment, i.e. surveillance radars, beacon systems (excluding AN/GPA-124 and air-ground transmitters/receivers) and associated test equipment in support of the joint use radar program, will be on a nonreimbursable basis (NAT-614 - Art XII).

h. Real property (excluding HFR towers) required to support the joint facilities and personnel are transferred to FAA at no cost to FAA subject to OSD, GSA, and Congressional approval (NAT-614 - Article XII).

3-2. Supply Responsibilities (JRPG 66 - Atch 4, Appendix F):

a. The USAF Logistic Technician will:

(1) Provide direct supply support to the FAA for maintenance of USAF owned equipment.

(2) Jointly, review the Semiannual Bench Stock Review listings with the FAA SFO Manager or designated representative.

(3) Ensure unit compliance with all applicable USAF directives and publications which outline supply support procedures for USAF-owned equipment.

(4) Provide supply procedure training to FAA personnel, if requested.

(5) Elevate logistics/supply support problems, which cannot be resolved at the site level, to the FAA sector and/or AD Sector level, as appropriate.

b. The FAA will:

(1) Assist the supply technician in the justification of requests for additions, increases, and/or retention of unit bench stock and supply point authorizations.

(2) Flag bench stock bin locations when the on-hand stock is reduced to 50 percent or less.

(3) As soon as possible, tell the logistics technician when items have been withdrawn from the supply point.

(4) As required, prepare Part one and two of AFTO Form 350, Repairable Item Processing Tag.

(5) Submit routine and expedite parts requests on AF Form 2005. Provide the Part Number, Technical Order, Figure, Index, Urgency of Need, and Work-Unit Code to logistic technician.

(6) Assist the logistic technician in the review of TCTO's to determine applicability to unit USAF owned equipment.

c. At sites without HFR, TAC will submit a letter to FAA stating TAC's intent to remove the logistics technician. The logistics technician will be removed after notification of FAA acceptance of logistics/COMSEC responsibilities. Once the logistics technician is removed, FAA/USAF supply responsibilities are outlined in the ground rules for reduced watch (JRPG 71 - Atch 10, Article IV; JRPG 72 - 7.b(2)/(3)).

d. To facilitate shipment of USAF spare parts to sites without logistics technicians, FAA shipping/mailing addresses will be used. USAF will reimburse FAA for shipping USAF reparable assets under the provision of NAT-614 (JRPG 72 - 7.b(4)).

3-3. Transportation.

a. FAA and USAF will provide their own vehicle support at all locations. However, ride sharing is permitted by personnel of both agencies (NAT-614 - Article VII).

b. The host agency will make provisions for parking space of the tenant unit at all joint use facilities (Ground Rules - III.26).

3-4. Site Location Signs. When appropriate, joint facility signs will be used to identify the FAA/USAF units located at the radar site. Letters are to be white on a red background in accordance with Department of Transportation FAA Order 1730.4 titled: "Agency Building, Installation and Office Identification." The sign is to be constructed of metal or 3/4 inch exterior grade plywood and is to be located on FAA property within sight of the nearest public access road and installed in accordance with DOT/FAA Order 1730.4. Signs will be replaced on an attrition basis only and will be constructed, installed, and maintained by FAA personnel (JRPG 68 - 2.dd).

CHAPTER 4

OPERATIONS

4-1. Data Transmissions

FAA will transmit Search Radar, Height Finder Radar (when installed), and beacon data (to include Mode 4 when installed) to the appropriate AD Sector. The data flow serving the AD Sector will be via data lines provided by the USAF. The Air Force will operate the Height Finder Radar and the radios (NAT-614 - Art I.1, Art VIII.2, and Art IX).

4-2. Equipment Configuration Parameters

The normal operational configuration/parameters of joint use surveillance radars shall be as specified in the USAF/FAA approved joint radar site evaluation report. The radar evaluation report will define equipment and/or station capabilities and limitation, and establish optimum facility configuration to satisfy the mission requirements of both the FAA and USAF. A copy of the report shall be provided to the applicable joint use site and will be retained in permanent file for reference purposes. Adjustments to the normal configuration shall require coordination and agreement by the AD Sector Data Quality Monitor (DQM) and the FAA systems engineer (SE) at the controlling ARTCC prior to a change being made. Actual equipment adjustments will be effected by the site technician or the systems engineer through RMM if the site is unmanned (JRPG 28 - Atch 1; JRPG 62 - 1.o(2); JRPG 66 - 4.c; FAA OA-6430.1).

a. Procedures for coordination of site radar setting changes (JRPG 66 - Atch 4, Appendix C).

(1) When the DQM requires setting changes to the beacon, search radar or the common digitizer that affect both users, coordination will be accomplished with the respective FAA systems engineer (SE) at the appropriate Air Route Traffic Control Center (ARTCC).

(a) When requested changes will not have an adverse effect upon FAA operations, the FAA systems engineer will notify the FAA onsite maintenance technician at the affected site to accomplish the approved changes.

(b) Upward reporting of accomplishment of setting changes is not required. Negative reporting is required.

(2) Parameter changes that affect only USAF data shall be coordinated between the DQM and FAA onsite technician. Such parameters are:

(a) All height finder radar parameters.

(b) The HPG parameters of the AN/FYQ-47 common digitizer.

(c) Normal ACE settings that are equal to or less sensitive than the sensitive ACE setting specified in Site Radar Evaluation report. (Any ACE setting request by the DQM that exceeds the sensitive setting will be coordinated with the systems engineer.)

(d) Beacon map.

(e) Normal map reports.

(f) Service channels.

(3) The DQM will comply with requirements listed in CD-1 Handbook 6350.8 or CD-2 Handbook 6350.21.

(4) The DQM will ensure that all equipment is returned to its normal setting after mission completion.

(5) When the FAA/SE requires setting changes to the beacon, search radar or the common digitizer that affect both users, coordination will be accomplished with the respective AD Sector/DQM at the appropriate ROCC/SOCC.

(6) The USAF/FAA have determined that to optimize radar performance, the Moving Target Indicator (MTI) should be operated in the stagger mode and that the Velocity Response Shaping (VRS) must be aligned on a periodic basis (JRPG 67 - 3.dd).

4-3. Flight Checks (Ground Rules - III.17).

After system parameters have been established for joint use radar facilities, flight checks will be conducted by the FAA and USAF to determine the adequacy of coverage provided for both civil and military requirements. The initial (and thereafter periodic) FAA flight inspection will be performed in accordance with the scope and procedures as outlined in OA-P-8200.1, United States Standard Flight Inspection Manual. Military flight checks will be accomplished in accordance with applicable military directives and joint agency directives. Flight checks which reveal that equipment performance is below established standards will be investigated by both FAA and USAF to determine causes of degradation, and corrective action will be initiated when technical standards and tolerances are exceeded. Specific investigative procedures shall be developed, as required, and incorporated in appropriate joint use operating agreements.

4-4. Height Finder Radars.

Operation of height finder radars will be a USAF responsibility. No requirement has been established by the USAF for backup power supply for height finder radar operation; however, when available, backup power will be used (NAT-614 - Art III; JRPG 66 - 4.e).

4-5. Electronic-Counter-Counter-Measures.

A joint military/FAA ECCM training program has been established and coordinated to provide operational and maintenance experience and to develop a maximum capability during electronic interference (Ground Rules - III.15; JRPG 70 - 2.dd; FAA Order 7610.11; AFR-55).

4-6. Operations Deviations.

Deviations from the ground rules and amplifying local agreements shall not be made except as follows:

a. Minor equipment modifications, floor plan rearrangements, changes in electronic configuration, and changes in operating techniques, not prohibited by FAA or military directives, may be made by agreement between the AD Sector and the FAA region. In cases of disagreement, either party may refer the matter to the next higher level of command for resolution (JRPG 37 - 1.k; JRPG 72 - Atch 8).

b. Under normal operating conditions, proposals concerning significant deviation from local joint use agreements shall be processed through established Joint Radar Planning Group (JRPG) channels for joint FAA/TAC approval (JRPG 37 - 1.k).

c. When it is essential to the defense of the United States because of urgent military necessity, and when the Commander, TAC, CINCNORAD or higher U.S. Military authority so determines, and when prior notice thereof is given to the Administrator, such authority may authorize deviation from existing joint use agreements concerning the operating parameters, procedures, or equipments at joint use sites. Such prior notice shall be given to the Administrator at the earliest practicable time and, to the extent time and circumstances permit, every reasonable effort shall be made to consult fully with the Administrator and to arrange in advance for the required deviation on a mutually acceptable basis (JRPG 37 - 1.k).

d. Upon declaration of Air Defense Emergency conditions or Presidential proclamation of National Emergency, FAA will respond unequivocally to military requirements that may deviate from existing agreements (JRPG 37 - 1k).

e. Operation of joint use sites under increased defense conditions and air defense emergencies is stipulated further in the latest revision of FAA Order 1100.2 and 1900.1 and TACR 55-74 (JRPG 64 - 3.f; JRPG 66 - 3.i).

(1) At joint use sites with HFR, there shall be a minimum of two technicians (one at sites without HFR) on watch during those periods when a site is involved in live flying exercises and increased DEFCONs. The AD Sector will notify the FAA region as far in advance as possible (minimum of two weeks) that exercises are scheduled and that the site's participation is required. The AD Sector will monitor scheduled exercises for delays, changes, etc., and notify the FAA region so projected watch staffing at the site can be adjusted (JRPG 70 - Atch 8; JRPG 71 - Atch 10).

(2) All phone patches will be performed by USAF personnel with FAA performing all frequency changes (JRPG 66 - Atch 4, Appendix C).

4-7. Release of Radar and CD.

a. When changes to the search radar system are required to maintain target tracking, the Data Quality Monitor (DQM), located at the Sector Operations Control Center (SOCC), will immediately contact the Air Route Traffic Control Center (ARTCC) System Engineer (SE) relaying actions necessary to maintain tracking as well as the start time and expected duration. Release of portions of the search radar will depend upon the type of equipment installed at the specific site, RCIU/LRMM/RMM, and whether the site is manned or unmanned. Manipulation of the control functions for the search radar and the radar processing portion of the AN/FYQ-47 or CD-2, performed by the SE or the technician at the site upon direction from the SE, will enable the SOCC to respond to real world and exercise situations with a minimum degree of conflict with the FAA mission.

(1) Execution of OPLAN 3110/3199 and missions against an unknown target have priority over all other uses of the search radar equipment. The SE will, after coordinating with the Air Traffic Manager in Charge (ATMIC), release portions of the search radar system to the SOCC. FAA may not deny release under these circumstances.

(2) When there is a live flying exercise or a in-flight emergency, the SE will, after approval from the ATMIC, release portions of the search radar system to the SOCC. If the feature/device changes are found to overload the air route traffic control beacon system, the function will be restored to its normal condition.

(3) The DQM will notify the SE to return the feature/device changes to their normal day-to-day settings at the termination of the release.

b. Listed below are the functions that may require manipulation during the situations described above. The DQM will determine which features/devices require changes based on site configuration and capabilities.

ACE
Max/Min RLD
Radar Channel Selection
Polarization Selections
Simplex/Diplex
MTI Crossover Range/Azimuth
RF STC (Off/1/2/RAG)

4-8. Data Ties.

a. Configuration of Data Tie Sites (JRPG 71 - 5.b).

(1) Joint Use Data Tie: A radar site providing search and beacon data to a user that conforms and complies with all requirements for joint use operation, i.e. JTI inspection, notification of configuration changes, PMI records, joint evaluations, etc.

(2) Data Tie: A radar site providing search and beacon data to a user "as is", i.e. without any user requirements or constraints being placed on the sensor site equipment operation or maintenance (JRPG 71 - 5.b).

b. Procedures for initiating data ties are established as follows. The requesting agency will forward the requirement to the affected AD Sector/FAA region for approval. Once approved by the AD Sector/FAA region, all appropriate paperwork will be forwarded to TAC/XPPF and HQ FAA/ASM-103 for approval. Once approved by TAC/XPPF and HQ FAA ASM-103, the AD Sector and Region will be authorized to negotiate an agreement to ensure necessary requirements are satisfied. Agreements for the use of data provided from solely owned USAF or FAA facilities (one to the other) shall be prepared and agreed to at the appropriate level of responsibility, such as FAA Region/USAF AD Sector. Certification of non-FAA radar facilities is to be accomplished IAW FAA Order 6000.6 (JRPG 67 - 3.bb; JRPG 71 - 5.a/b).

4-9. Combined FAA/USAF Safety and Health Inspections (JRPG 66 - Atch 5).

The following provisions govern the safety and health inspections of air route surveillance radar facilities where joint FAA and USAF operations are conducted.

a. The criteria for inspecting facilities shall include the safety and health standards for general industry contained in 29 CFR 1910 established by the Occupational Safety and Health Administration (OSHA), and the National Fire Codes established by the National Fire Protection Association (NFPA).

b. Inspections shall be conducted by FAA inspection personnel. Annual inspections shall be performed by FAA safety and health professional personnel.

c. FAA safety and health inspectors shall be accompanied by a USAF representative during facility inspections for all areas where USAF personnel are assigned to work or use routinely on day-to-day basis.

d. Copies of all inspection reports, notices of unsafe or unhealthful conditions, etc., shall be provided to the AD Sector safety officer or the designated representative.

e. Corrective action to abate any hazards identified during facility inspections shall be accomplished by the FAA. Any corrective actions involving USAF operations, equipment, etc., shall be accomplished on a reimbursable basis.

f. Where a disagreement may arise regarding safety and health inspections which cannot be resolved at the facility level, the matter shall be forwarded through normal organizational channels for resolution.

CHAPTER 5

BUDGETING AND FUNDING

5-1. Responsibilities.

a. Funding for items required at joint use facilities, such as special equipment, modifications, personnel services, etc., will be the responsibility of the requiring agency; i.e., FAA/USAF (Ground Rules - I.3).

b. At FAA only sites which are used in or programmed for joint use, FAA will budget and fund for maintenance staffing of primary/secondary radar and all associated support costs. USAF is responsible for all costs resulting from data-only sharing of these facilities, i.e. data circuits, modems, etc. At USAF only sites which are used in or programmed for joint use, USAF will budget and fund for maintenance staffing of primary/secondary radar and all associated support costs. FAA is responsible for all costs resulting from data-only sharing of these facilities, i.e. data circuits, modems, etc. (Ground Rules - I.4).

c. At CONUS joint use radar facilities where there is both FAA and USAF equipment, responsibilities of each agency, including FAA reimbursement, budgeting, accounting procedures, etc., will be as defined in NAT-614.

5-2. Maintenance and Repair, and Minor Construction (JRPG 68 - 2.pp; JRPG 72 - Atch 12).

Appropriation and designation of funds for Maintenance and Repair (MR) and Minor Construction (MC) should be accomplished using the following definitions of work required (AFR 86-1):

a. Minor Construction. Work required to erect, install, or assemble a new facility; addition to, alteration, expansion or extension, conversion, or replacement of an existing facility. It includes rearrangement or provision of interior built-up partitions, installation or rearrangement of air conditioning and interior utility systems and equipment, site preparation, excavation or other land improvements to a facility site (AFR 86-1).

b. Maintenance and Repair. All work required to preserve or restore a component which has deteriorated from fair wear and tear to such a condition that it may not be used effectively for its designated purpose. Interior and exterior painting, patching roofs, restoration or replacement of structural members in their original location, foundations, interior electrical, plumbing, heating and cooling system fall into this category (AFR 86-1).

c. Procedures for processing MC and MR requests are explained in detail in JRPG 72 - Atch 12.

CHAPTER 6

SECURITY

6-1. Administrative Security.

In consideration of the possibility that joint use radars may have the potential of compromising capabilities, by a breach of security of air surveillance ground environment and weapons systems, it is deemed necessary that the following security rules be adhered to by both military and civilian personnel participating in the joint use program (Ground Rules - IV.1.a).

a. Military reports of the effectiveness of a radar environment or weapons systems will follow applicable security classification guides and regulations. The military agency which assigns a security classification will be responsible for informing FAA supervisory personnel of the classification and for providing downgrading/declassification guidance (Ground Rules - IV.2.a).

b. FAA maintenance and USAF operations personnel at joint use radar sites must be cleared for access to classified information as required (Ground Rules - IV.2.h).

c. A Secret clearance will be required for participants in JRPG meetings (Ground Rules - II.3.a).

d. As each joint use site is phased into operation, representatives of the participating agencies will formulate specific joint security directives (Ground Rules - IV.3.a).

e. The Joint Atmospheric Connectivity Security Classification Guide (JACSCG) provides instruction and guidance on the classification of information involved in joint atmospheric systems which include all joint use sites (JACSCG).

f. Radar outages for joint use sites are unclassified (JRPG 71 - 2.b; JRPG 72 - 2.b).

6-2. Physical Security (NAT-614 - VIII; JRPG 66 - Atch 4, Appendix J; JRPG 68 - 2.bb; JRPG 71 - Atch 10; FAA Order 1600.6).

a. 24 Hour Staffing/Less Than 24 Hour Staffing

(1) USAF radios only or data tie site.

(a) Physical security IAW 1600.6.

(b) Physical security is the responsibility of SFO manager.

b. 24 Hour Staffing

(1) HFR.

(a) Physical security IAW 1600.6.

(b) Physical security is the responsibility of SFO manager who will inform the USAF site chief of FAA security requirements and changes as applicable.

(c) USAF physical security requirements (fences, electronic locks, etc.) beyond that normally required and provided by FAA will be provided by USAF.

(d) The USAF has designated these facilities as Priority "C" resources and has requested the FAA provide increased physical security. FAA has agreed and disseminated the guidelines to its regions. This includes locking the site gates during periods of low personnel traffic (eg. on weekends, after daylight hours), locking all accesses to FAA buildings and controlling admittance at those accesses.

(e) USAF visitors to the facility will notify SFO manager at least 24 hours in advance of the proposed visit.

(f) USAF personnel permanently assigned to the facility will be granted unrestricted access once security clearances have been verified.

(g) USAF personnel will participate in practice security exercises conducted by FAA. Security violations that involve USAF personnel shall be reported to the USAF site chief.

c. Less Than 24 Hour Staffing

(1) Mode 4 Equipment (with/without USAF radios).

(a) Physical security IAW JRPG #71 attach 10 (fences, doors signs, windows, ladders, safes, etc.).

(b) USAF will fund for all actions required to satisfy physical security requirements.

6-3. Information Security.

Maintenance and security of USAF classified information is the responsibility of the USAF Site Chief. DOD 5200.1-R/AFR 205-1 will be complied with (JRPG 66 - Atch 4, Appendix J). At sites without USAF personnel maintenance and security of classified information will be the responsibility of the FAA site manager IAW FAA Order 1600.2B

6-4. Communications Security (COMSEC) (NAT-614 - VIII; JRPG 66 - Atch 4, Appendix J; JRPG 71 - Atch 10, Art 3, 1-8).

a. 24 Hour Staffing - HFR and Mode 4 Equipment

(1) USAF retains all COMSEC responsibilities.

(2) USAF operations personnel will issue a three-day extract of the key list to FAA. The USAF Site Chief may authorize up to 7 days key in cases where extreme operational hardships would result from the 3 day limitation (AFR-205-36).

b. 24 Hour/Less Than 24 Hour Staffing - Mode 4 Equipment:

(1) FAA personnel will assume COMSEC custodian responsibility.

(2) The USAF will deliver COMSEC material and equipment to the radar sites.

(3) FAA will meet security and inventory requirements for the KIR-1A as well as security requirements for other classified items.

(4) USAF will fund for any security equipment.

(5) FAA will not be required, nor are they authorized, to accomplish any maintenance on the KIR-1As.

6-5. OPSEC (JRPG 66 - Atch 4, Appendix C).

The following references are to be used as guidance in the operations security (OPSEC) program:

a. Joint Atmospheric Connectivity Security Classification Guide.

b. AFR 205-1 and DOD 5200.

c. FAA Order 1600.49, Security Classification of Joint Use Radar Information.

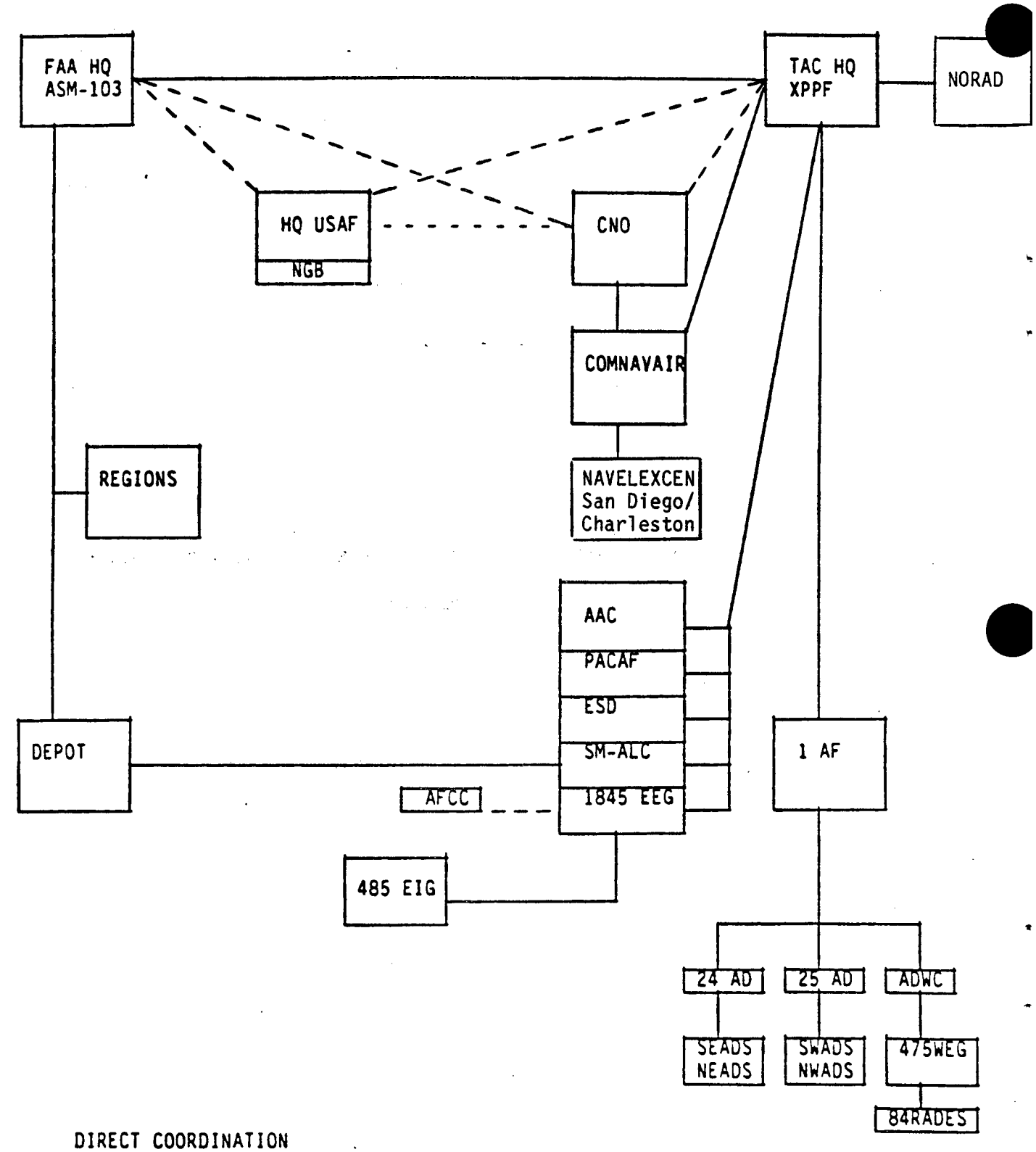
d. FAA Order 1600.2B, Classification, Declassification, and Control of National Security Information.

JRPG Coordination Chain and Problem Solving Flow Diagrams

Attachment 6

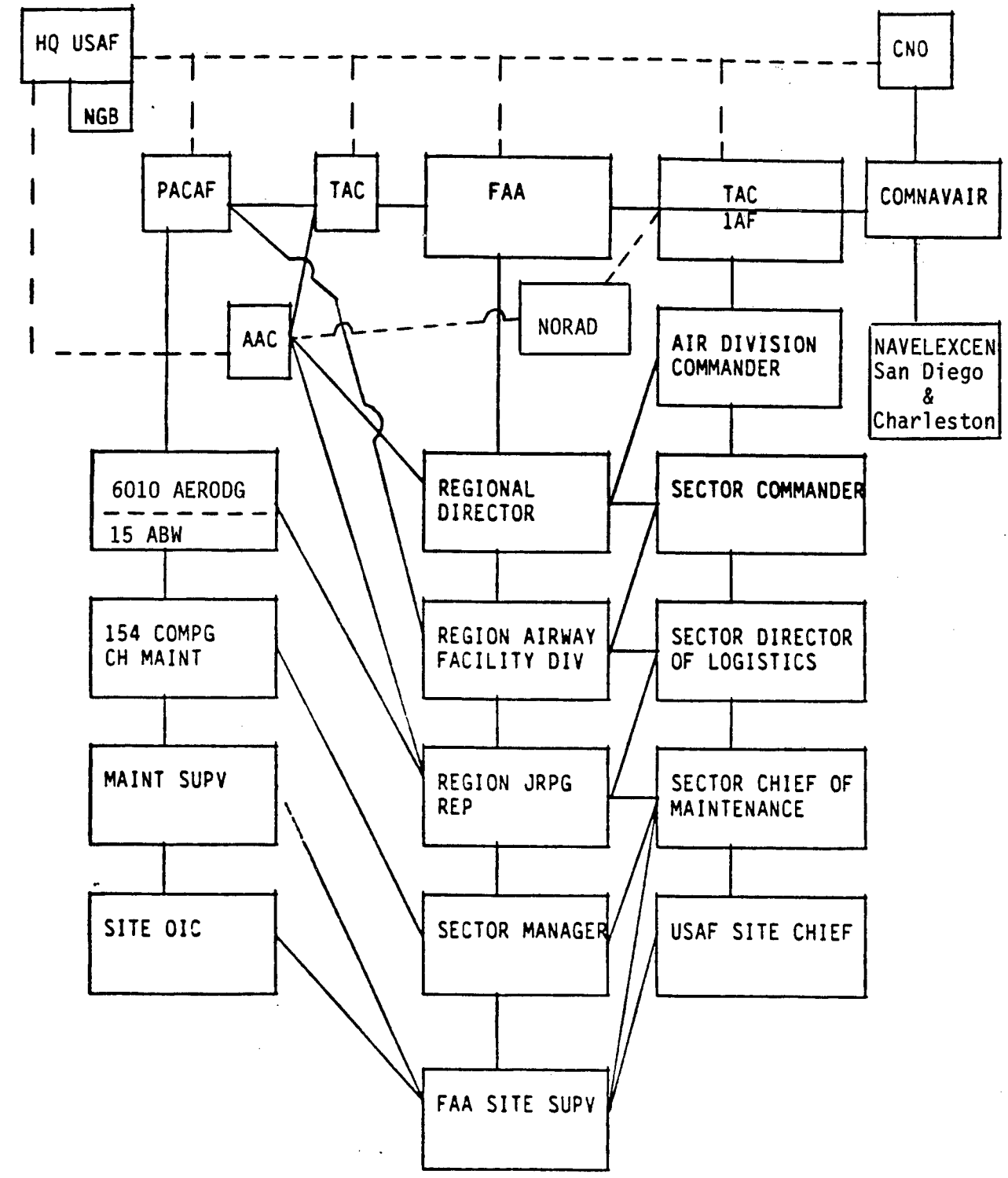
FAA/USAF/NAVY JRPG

COORDINATION CHAIN



FAA/USAF/NAVY JRPG

PROBLEM SOLVING FLOW



_____ Direct Coordination

----- Information Flow

Alaskan Air Defense System Briefing

Attachment 7

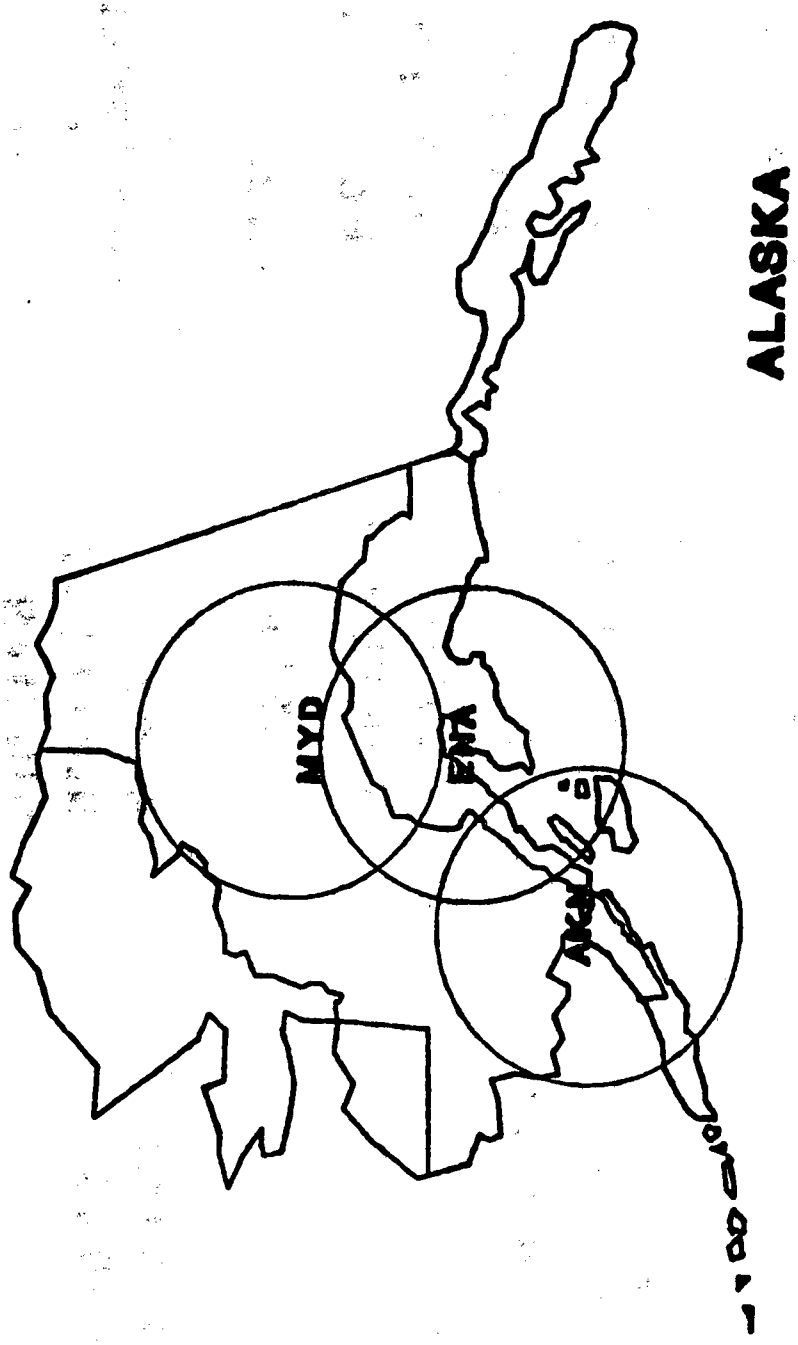
KEY TO SITE ABBREVIATIONS

BRM - Barter Island
OLI - Oliktok
BRW - Point Barrow
PIZ - Point Lay
LUR - Cape Lisburne
OTZ - Kotzebue
TNC - Tin City
CZF - Cape Romanzof
EHM - Cape Newenham
CDB - Cold Bay
AKN - King Salmon
ENA - Kenai
SVW - Sparrevohn
TLI - Tatalina
GAL - Galena
MYD - Murphy Dome
UTO - Indian Mountain
FYU - Fort Yukon

ALASKAN AIR DEFENSE SYSTEM

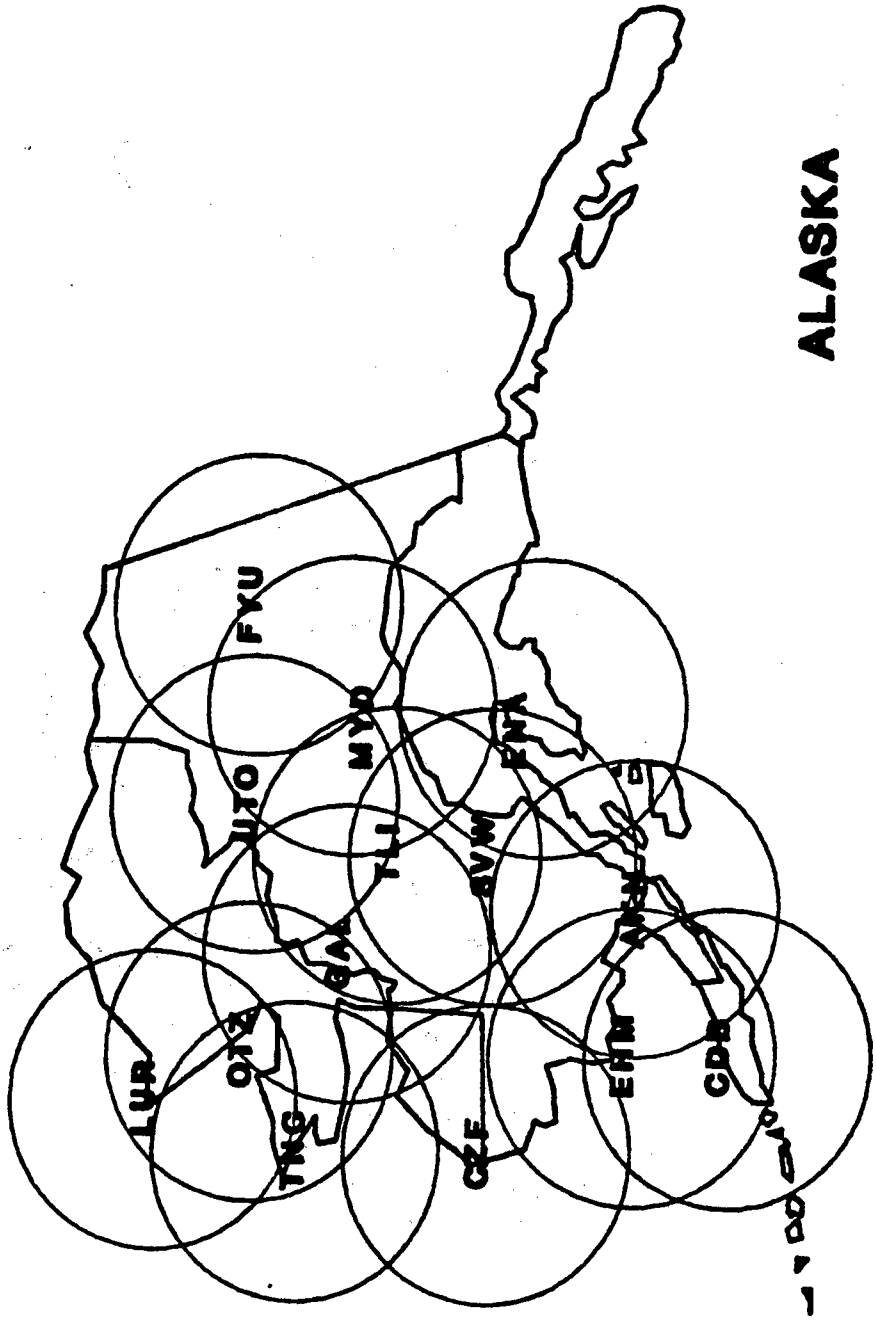
PROGRAM	QUANTITY	INSTALL. DATE
SEEK IGLOO	13	COMPLETE
NWS	3 LRRs	COMPLETE
	BARTER IS.	DEC 1990
	3 SRRs	1992
COASTAL RADARS	ADAK	UNFUNDED
	NIKOLSKI	"
	SHEMYA	"
	MIDDLETON IS.	"
	YAKUTAT	"
	SITKA	"
TOTALS:	23 LRRs/3 SRRs	

JOINT USAGE RADARS (PAST)



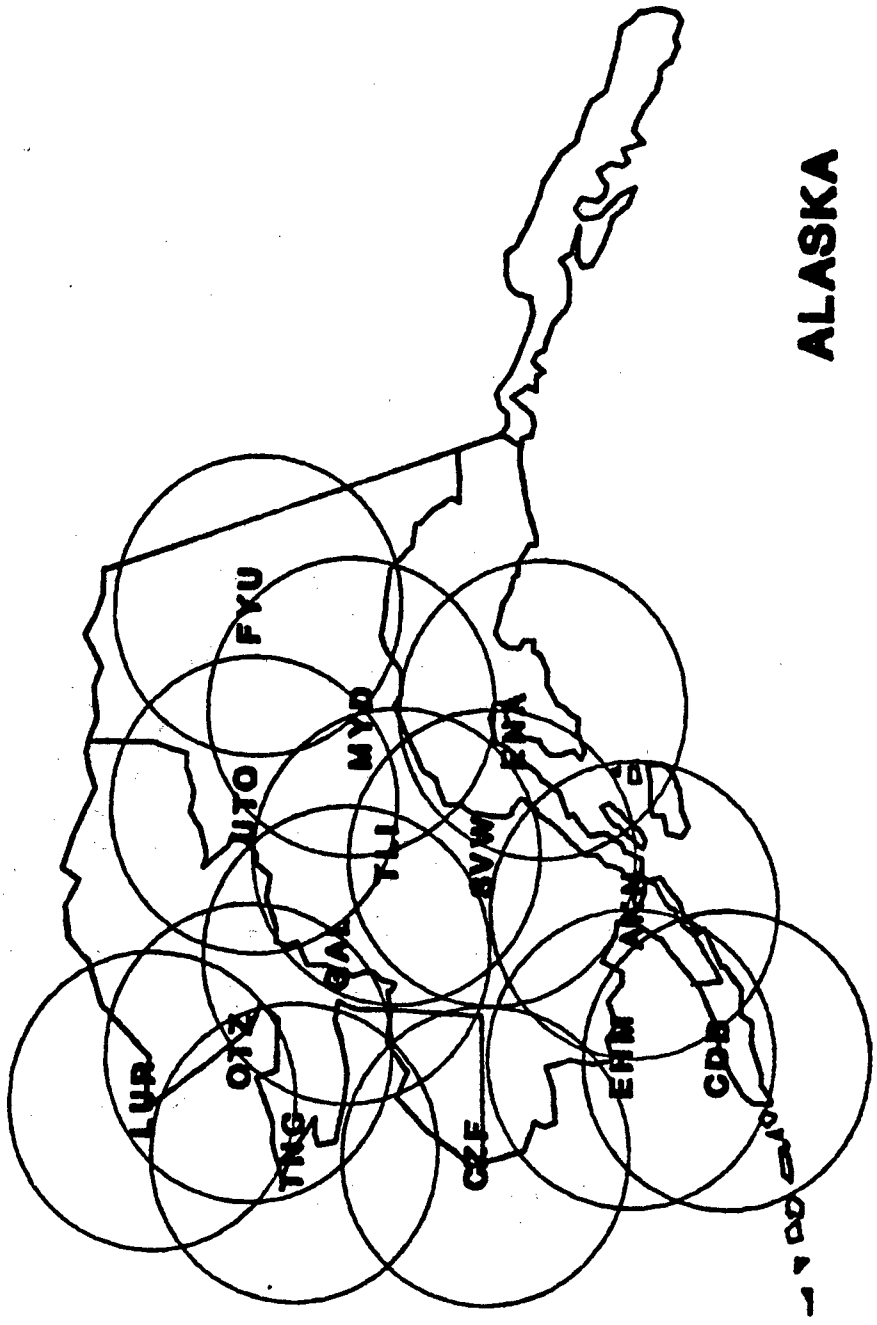
JOINT USAGE RADARS (PRESENT)

JOINT USAGE RADARS (FY90)

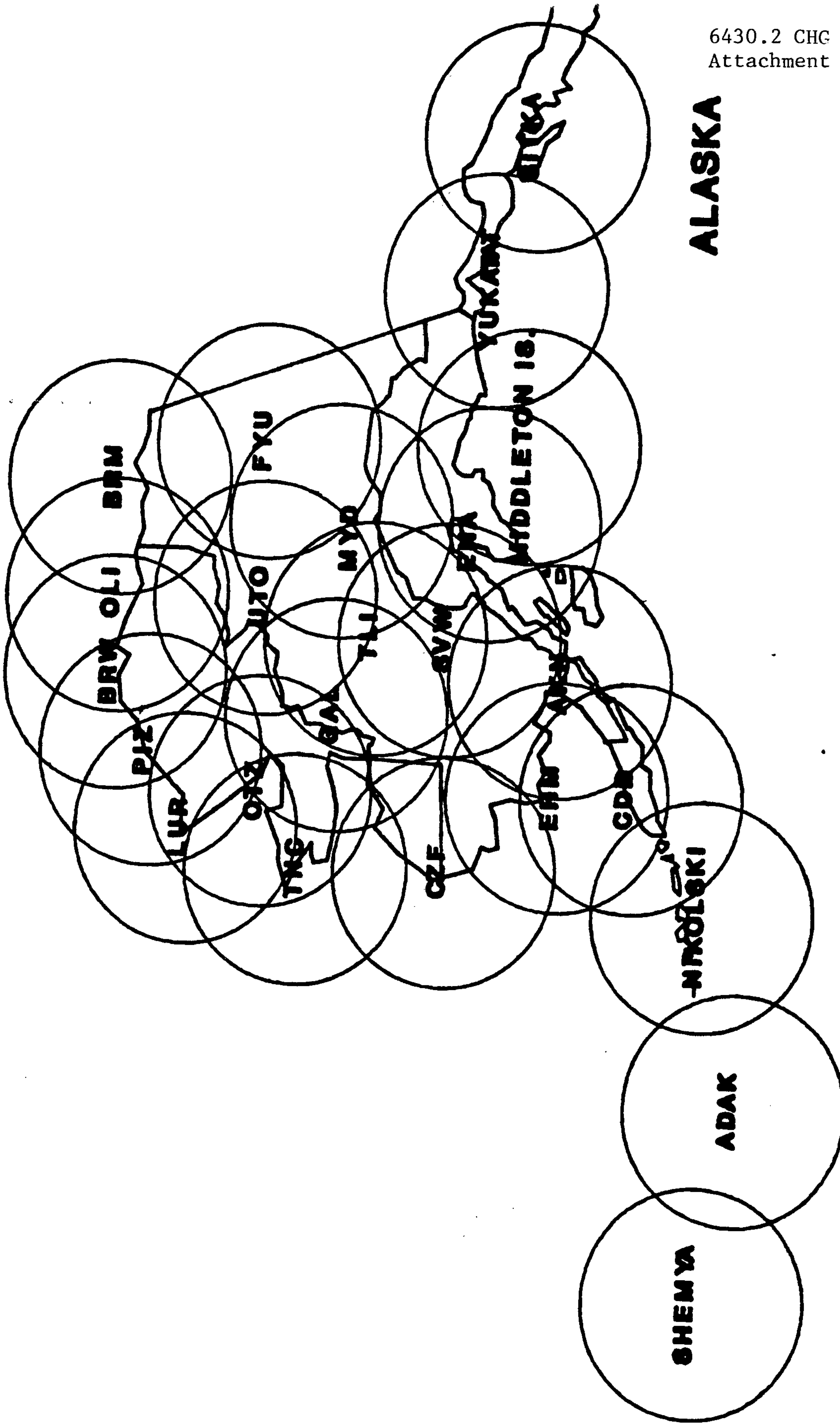


JOINT USAGE RADARS (PRESENT)

JOINT USAGE RADARS (FY90)



JOINT USAGE RADARS (FUTURE)



AAC's FPS-117 Three Phased Improvement Approach

Attachment 8

PHASED APPROACH FOR AN/FPS-117 MODIFICATION

FY-89 REMOTE OPERATION/MAINTENANCE SYSTEM (ROMS) - PROVIDES REMOTE CONTROL OF SITES AND EXPANDABLE DATA BASE SYSTEM

FY-92 REMOTE ANALYSIS MONITORING AND MAINTENANCE SYSTEM (RAMMS) - PROVIDES REMOTE REAL TIME ANALYSIS OF SYSTEM PERFORMANCE

FY-93 RELIABILITY MAINTAINABILITY SUPPORTABILITY (RMS) - PROVIDES NEW TECHNOLOGIES DEVELOPED FOR SIMILAR SYSTEMS - ICELAND, GERMANY, ETC.

Acceptance Inspection - FAA Order 6030.45 Extracts

Attachment 9

JOINT ACCEPTANCE INSPECTION REPORT COVER SHEET

Location (City/State)

Cost Center Code	Location Ident.	Facility Alpha Code	Facility Ident. Code	S	C	F	T	M	Runway No.

Job Order No.	Contract No.	Designated Lead Project JAI	Date(s) of Final JAI
		☐ Yes ☐ No	

Engineering Plan/Project Title:

Date of Commissioning/Restoration

Brief Description of Project:

Type JAI
- ☐ Plants ☐ Final
- ☐ Electronics ☐ Partial No. _____

Previous Partial JAI's (Nos./Date)

_____, _____, _____

_____, _____, _____

Number of Exceptions:
Major: _____
Minor: _____

No. of JAI Report Exception List and Clearance Record Sheets Attached: _____

Number of Design Deficiencies or Improvements Identified or Recommended _____

Documents/Records Applicable to JAI:

- ☐ FAA 6030-16 TRDR Cover/Transmittal Sheet; FAA 6030-17 TRDR's; FAA 6030-15, Fac. Gen. Ref. Data Record
- ☐ Flight Inspection Report/Results
- ☐ Obstn Survey and/or Hrzn Profile (new fac.)
- ☐ FAA Form 3900-1, Occupational Safety and Health Inspection Report
- ☐ Radiation Health Hazard Survey
- ☐ FAA Form 6960-4, Standby Power Systems
- ☐ Plant Equipment Performance Test Data

Joint Acceptance Inspection Participants (Name/Office)

_____ _____ _____

_____ _____ _____

Joint Acceptance Board Determination of Acceptability:

We have reviewed the findings of this JAI Report and have determined that the facility/system/equipment or work described in this report is (☐ acceptable ☐ not acceptable) for (☐ transfer of custodianship ☐ maintenance ☐ maintenance and operation on a commissioned bases) with (☐ no exceptions ☐ exceptions) listed on the JAI Exception List and Clearance Record.

_____ AFS Representative (Chairperson)

_____ AFD F&E Representative

_____ Representative

_____ AT Facility Representative

_____ AFD Maint Br Representative

_____ Representative

Acceptance by Airway Facilities Sector/Sector Field Office:

The facility/system/equipment or work described in this JAI Report was accepted for:
☐ custodianship ☐ maintenance ☐ maintenance and operation on: _____

_____
AFS/SFO Manager

I have reviewed this JAI Report, and (☐ concur ☐ nonconcur) with the Joint Acceptance Board findings.
(If applicable: ☐ A letter is attached explaining nonconurrence.)

_____ _____ _____
AFS Manager Date

FAA Form 6030-18 (10-88)

JOINT ACCEPTANCE INSPECTION REPORT EXCEPTIONS LIST AND CLEARANCE RECORD

Sheet _____ of _____

AFS/SFO CC and Location	Fac. ID & Alpha Code	Job Order No.	Dates of JAI	Type JAI: ☐ Plants ☐ Final ☐ Electronics ☐ Partial No. _____

Exception Category: ☐ Major ☐ Minor	Number of Sheets: Major _____ Minor _____	Total Number of Exceptions: Major _____ Minor _____

Sec/ Item No.	Exceptions and Actions Required	Action Office	Estimated Completion Date	Clearance Action Taken	Date Cleared

REMARKS

FAA Form 6030-25 (10-88)

JOINT ACCEPTANCE INSPECTION REPORT EXCEPTIONS LIST AND CLEARANCE RECORD (Continued)

Facility ID & Alpha Code:

Job Order No:

Sec/ Item No.	Status Update/Request/Reply: AFS to AFD	Entry Date

Sec/ Item No.	Status Update Request/Reply: AFD to AFS	Entry Date

AFS STATUS REPORTING AND CONCURRENCE ACTIONS

Update request(s)/reply(ies) forwarded to AFD as indicated:

1. _____ (Date/Initials) 2. _____ 3. _____ 4. _____

5. _____ 6. _____ 7. _____ 8. _____

☐ I concur with all clearance actions, and recommend that this JAI Report Exception List & Clnc Record be closed.

☐ I do not concur with the clearance action taken on Item(s) No.(s) _____
The reason(s) for nonconcurrence is/are attached.

_____ (Signature/Title) _____ (Date)

AFD STATUS REPORTING AND CLOSEOUT ACTIONS

Status report(s) forwarded to AFS as indicated:

1. _____ (Date/Initials) 2. _____ 3. _____ 4. _____

5. _____ 6. _____ 7. _____ 8. _____

☐ All exception action items have been cleared on this JAI Report. AFS concurrence requested.

☐ AFS concurred with all exception clearance actions. JAI Report Exception List and Clearance Record closed.

_____ (Signature/Title) _____ (Date)

FARR Briefing

Attachment 10

ARSR-4
3-D RADAR PROGRAM

RICHARD J. LAY
PROGRAM MANAGER

ALLEN KANN
CONTRACTING OFFICER

BACKGROUND

FAA AND USAF SIGNED MEMORANDUM OF AGREEMENT IN 1984 TO COMBINE FOLLOWING MISSIONS AT JOINT USE RADAR SITES:

- AIR DEFENSE
- ENROUTE TRAFFIC CONTROL

BACKGROUND (CONTINUED)

PROGRAM OBJECTIVES:

- REDUCE OPERATING COSTS BY REPLACING AGING TUBE TECHNOLOGY WITH SOLID STATE TECHNOLOGY.
- REPLACE CURRENT SITE CONFIGURATION OF TWO MANNED RADARS WITH ONE UNMANNED ARSR-4 RADAR.
- INCORPORATE REMOTE MONITORING AND FAULT ISOLATION.
- INCORPORATE NEW REQUIREMENTS THAT HAVE EVOLVED SINCE ORIGINAL SYSTEMS WERE INSTALLED.

BACKGROUND (CONTINUED):

PROGRAM CONSISTS OF 43 RADARS

o JOINT FUNDED	
CONUS	36
HAWAII	1
GUAM	1
MAINTENANCE AND TRAINING	1
o NAVY FUNDED	
SAN CLEMENTE, CA	1
KEY WEST, FL	1
GUANTANAMO BAY, CUBA	1
o AIR FORCE FUNDING PLANNED IN FY 93	
MT KOKEE, HI	1

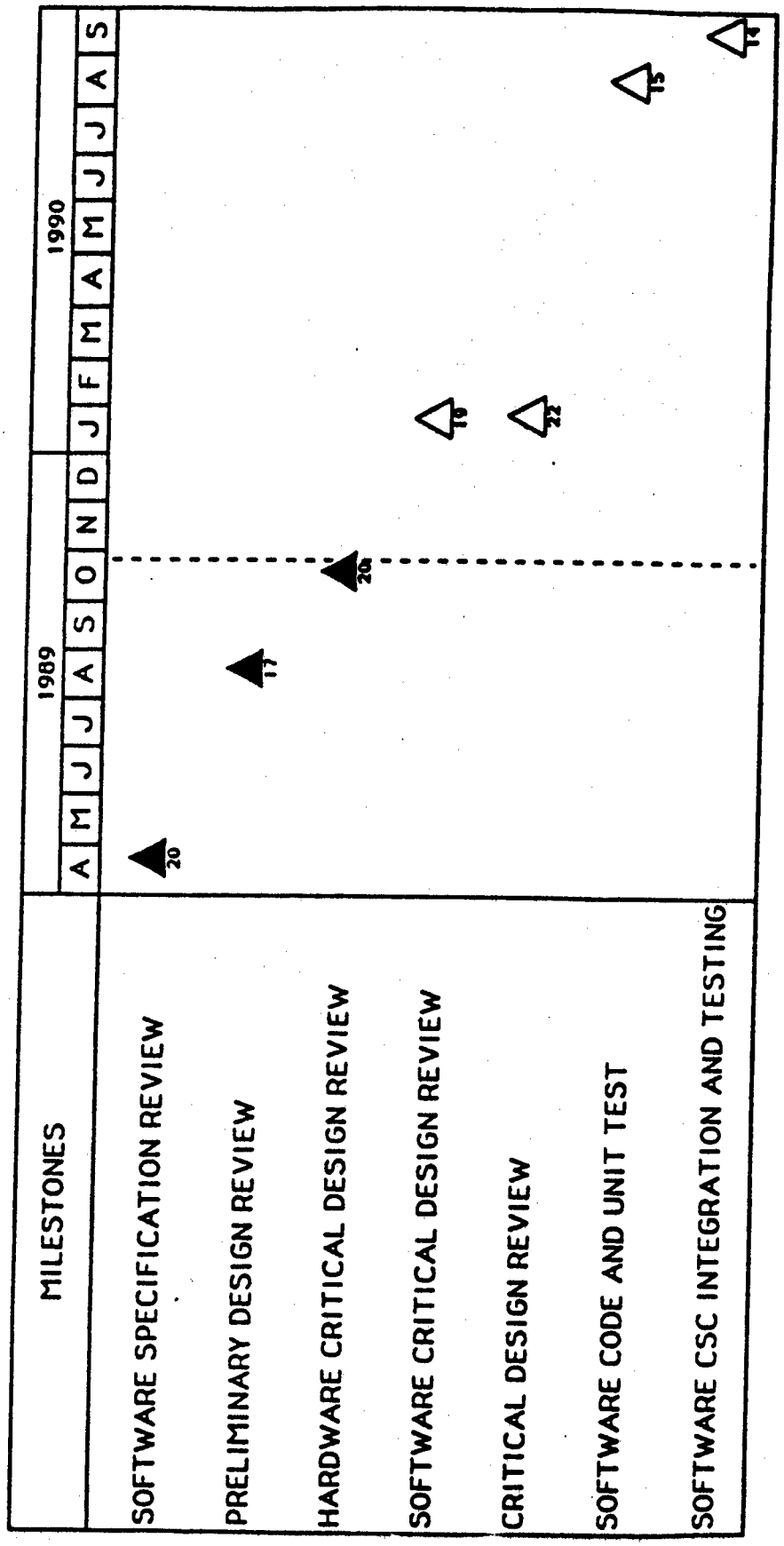
PROGRAM ACCOMPLISHMENTS

- JUNE 29, 1989 - SOFTWARE PRELIMINARY DESIGN REVIEWS STARTED
- JULY 20, 1989 - HARDWARE CRITICAL DESIGN REVIEWS STARTED
- AUGUST 1, 1989 - STANDARD BUILDING DESIGN COMPLETE
- AUGUST 17, 1989 - PRELIMINARY DESIGN REVIEWS COMPLETED
- SEPTEMBER 29, 1989 - EXERCISED CONTRACT OPTION FOR TWO U.S. NAVY SYSTEMS
- OCTOBER 19, 1989 - HARDWARE CRITICAL DESIGN REVIEWS COMPLETED

PROGRAM MILESTONES

- JULY 22, 1989------CONTRACT AWARDED
- NOVEMBER 1991------FIRST SYSTEM DELIVERED
- NOVEMBER 1992------FIRST SYSTEM OPERATIONAL
- AUGUST 1994---------LAST SYSTEM DELIVERED
- NOVEMBER 1994------LAST SYSTEM OPERATIONAL

ARSR-4 SCHEDULE



Joint Use Site Configurations

Attachment 11

Joint Use Site Configurations
(As of 1 Nov 89)

Radar Sites with HFR, Mode 4 and Radios

Jedburg	Oceana	Mt Kaala (2-HFR)
Cross City	Key West	Salem
Houston/Ellington	Tyndall/Panama City	Fort Lonesome
Crescent City/Klamath		

Radar Sites with Mode 4 and Radios

Oilton	Guam, Santa Rosa	Murphy Dome
Ft Fisher	North Truro	Whitehouse
Riverhead/Suffolk	Patrick	Richmond/Miami
Bucks Harbor	Slidell	Makah
Paso Robles/Black Mtn	Mt Laguna	Mill Valley
San Pedro		

Radar Sites with Radios

Andrews/Odessa	El Paso	Silver City
Lakeside/Kalispell	Keno/Klamath Falls	Mica Peak/Spokane
Finley	Malmstrom/Great Falls	Watford City
Remsen/Utica	Nashwauk	

Joint Use Data Tie Sites

The Plains/Wash DC	12 USAF Alaska Sites	Mt Kokee
Citronelle/Grand Bay	Dansville	Sonora
Canton/Detroit	Kenai	Phoenix/Humboldt Mtn
Empire		

Survey of Data Ties/Services Provided at Joint Use Sites

Attachment 12

FAA & USAF SITE CONFIGURATIONS (CONUS)						
	LOCATION	MILITARY SINGLE /MULTI CHANNEL UHF RADIOS	OTHER RADIOS	RADAR DATA TIES		
				FAA	AD/ROCC	OTHER
1	Bucks Harbor	12/1		*Boston	NE AD Sector	
					Canadian ROCC	
2	Canton/Detroit	0/0		*Cleveland	NE AD Sector	
3	Citronelle (Grand Bay)	0/0		*Houston Atlanta	SE AD Sector	
				Memphis Jacksonville		
4	Crescent City	12/1		*Oakland Seattle	NW/SW AD Sector	WSMC Whidbey Isl FACSFAC
5	Cross City	12/1	1(UHF-USCS)	*Jacksonville Miami	SE AD Sector	
6	Dansville	0/0		*Cleveland Boston	NE AD Sector	
7	El Paso	6/1	1(UHF-USCS)	*Albuquerque	SW AD Sector	
8	Empire	0/0		*Chicago Minneapolis	NE AD Sector	
9	Finley	10/1		*Minneapolis	NW AD Sector	
10	Ft Fisher	12/1	1(UHF-USCS) 3(HF)	*Washington	SE AD Sector	Oceana FACSFAC
11	Ft Lonesome	12/1	1(UHF-USCS)	*Miami	SE AD Sector	CARIBROC
12	Houston (Ellington)	10/1	1(UHF-USCS)	*Houston	SE AD Sector	
13	Jedburg	12/1	1(UHF-USCS)	*Jacksonville	SE AD Sector	Jacksonville FACSFAC
14	Key West	12/1	1(UHF-USCS)	*Miami	SE AD Sector	CARIBROC Key West JARCC
						Navy TARPON
15	Klamath Falls (Keno)	4/1		*Seattle	NW AD Sector	
16	Lakeside (Kalispell)	10/1		*Salt Lake City	NW AD Sector	

* controlling ARTCC

FAA & USAF SITE CONFIGURATIONS (CONUS)						
	LOCATION	MILITARY SINGLE /MULTI CHANNEL UHF RADIOS	OTHER RADIOS	RADAR DATA TIES		
				FAA	AD/ROCC	OTHER
17	Makah	12/2 *(25AD)	2(VHF-USN)	*Seattle	NW AD Sector	Whidbey Isl FACSFAC
		2/0 (USN) 2/0 (CW ROCC)			Canadian ROCC	
		*AICC/Guard & multi-channels				
		shared by 3 agencies				
18	Malmstrom	10/1		*Salt Lake City	NW AD Sector	
19	Miami (Richmond)	12/1	2(UHF-USCS)	*Miami	SE AD Sector	CARIBROC
20	Mica Peak	8/1		*Seattle	NW AD Sector	Whidbey Isl FACSFAC
						Vancouver, Canada ARTCC
21	Mill Valley	12/1		*Oakland	SW AD Sector	Whidbey Isl FACSFAC WSMC
22	Mt Laguna	12/1	1(UHF-USCS)	*Los Angeles	SW AD Sector	San Diego FASCFAC
23	Nashwauk	6/1		*Minneapolis	NE/NW AD Sector	
24	North Truro	12/1	2(VHF)	*Boston New York	NE AD Sector	Oceana FACSFAC
25	Oceana	12/2		*Washington	SE AD Sector	Oceana FACSFAC
26	Odessa	6/1	1(UHF-USCS)	*Ft Worth Albuquerque	SW AD Sector	
27	Oilton	6/1	1(UHF-USCS)	*Houston	SE AD Sector	
28	Paso Robles	12/1	1(UHF-USCS)	*Los Angeles Oakland	SW AD Sector	Whidbey Isl FACSFAC WSMC
						R2508 System Edwards AFB
29	Patrick	12/1	1(UHF-USCS)	*Miami Jacksonville	SE AD Sector	Jacksonville FACSFAC
(Continued on Page 3)						

*controlling ARTCC

FAA & USAF SITE CONFIGURATIONS (CONUS)

	LOCATION	MILITARY SINGLE /MULTI CHANNEL UHF RADIOS	OTHER RADIOS	RADAR DATA TIES		
				FAA	AD/ROCC	OTHER
30	Phoenix (Humboldt Mtn)	0/0	2 (UHF-FAA)	*Albuquerque Los Angeles	SW AD Sector	Drug Enforcement Tucson AZ
			1 (VHF-FAA)			USA Ft Huachuca AZ
31	The Plains	0/0		*Washington New York	NE AD Sector	
				Tech Center		
32	Remsen (Utica)	6/1		*Boston Cleveland	NE AD Sector	
33	Riverhead (Suffolk)	12/1(TAC)	2/1(VHF-Navy)	*New York Boston	NE AD Sector	Oceana FACSFAC
		4/1(Navy)		Washington Tech Center		
34	Salem	12/1(TAC)		*Seattle	NW AD Sector	WSMC
		2/0(WSMC)				
35	San Pedro	12/1	1(UHF-USCS)	*Los Angeles	SW AD Sector	San Diego FACSFAC
36	Silver City	6/1	1(UHF-USCS)	*Albuquerque	SW AD Sector	
37	Slidell	6/1	1(UHF-USCS)	*Houston	SE AD Sector	
38	Sonora	0/0		*Houston Ft Worth	SW AD Sector	
				Albuquerque		
39	Tyndall	12/2		*Jacksonville	SE AD Sector	81 RCS 3625 TTS
40	Watford City	10/1		*Minneapolis Salt Lake City	NW AD Sector	
41	Whitehouse	12/1	1(UHF-USCS)	*Jacksonville	SE AD Sector	Jacksonville FACSFAC
42	Cudjoe Key				SE AD Sector	Key West JARCC US Customs,Miami
43	Gibbsboro				NE AD Sector	

AF FORM SEP 77 3136 **GENERAL PURPOSE** *(10¼" X 8")*

☆U.S. Government Printing Office: 1981—340-979/444

*Controlling ARTCC

FAA & USAF SITE CONFIGURATIONS (CONUS)						
	LOCATION	MILITARY SINGLE /MULTI CHANNEL UHF RADIOS	OTHER RADIOS	RADAR DATA TIES		
				FAA	AD/ROCC	OTHER
44	Lake Charles	6/1			SE AD Sector	
45	Pt Arena	12/1			NW/SW AD Sector	WSMC

Note 1: Barrington (CE ROCC Site) provides radar data and radio services (4-UHF) to NE AD Sector

Note 2: CFS Holbert (CE ROCC Site) provides radar data to NW AD Sector

Note 3: There are 7 USAF GAG Only sites in CONUS (Hayes/Bearpaw, Laughlin, Lockport, McChord, McGuire, Mt Lemmon, Vandenburg)

Note 4: Sites 42-45 are TAC (military only) sites

FAA & USAF SITE CONFIGURATIONS (ALASKA)						
	LOCATION	MILITARY SINGLE /MULTI CHANNEL UHF RADIOS				
1	Cape Lisburne	5/1				
2	Cape Newenham	5/1				
3	Cape Romanzof	5/1				
4	Cold Bay	9/2				
5	Fort Yukon	7/2				
6	Galena	9/0				
7	Indian Mtn	10/2				
8	Kenai	0/0				
9	Kotzebue	6/1				
10	King Salmon	12/0				
11	Murphy Dome	8/2				
12	Sparrevohn	8/2				
13	Tatalina	9/2				
14	Tin City	5/1				
	Note 1: The Alaskan ROCC and Anchorage ARTCC have access to all site radar data.					
	Note 2: All sites except Kenai have 3 VHF radios and 2 HF radios					

FAA & USAF SITE CONFIGURATIONS (PACIFIC)						
	LOCATION	MILITARY SINGLE /MULTI CHANNEL UHF RADIOS	OTHER RADIOS	RADAR DATA TIES		
				FAA	AD/ROCC	OTHER
1	Mt Santa Rosa	8/0 (Tower)	5 (VHF-Anderson AFB)	*Guam CERAP	HIROCC	
2	Mt Kaala	11/8		*Honolulu	HIROCC	Ford Isl FACSFAC
3	Mt Kokee	9/8		*Honolulu	HIROCC	Ford Isl FACSFAC

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Change 1 to Ground Rules for Reduced Watch

Attachment 13

CHANGE 1 TO GROUND RULES FOR REDUCED WATCH AT SELECTED JOINT USE SITES

INTRODUCTION: This change updates the Ground Rules for Reduced Watch at Selected Joint Use Sites which is located in JRPG #71, Attachment 10. The change incorporates sites where TAC has ceased HFR operations and also includes policy changes agreed to at JRPG #72 and JRPG #73.

1. Change the basic document as follows:

A. Para 1 - change to read "This document is the negotiated agreement between the FAA and TAC for reduced watch coverage (less than 24 hours/day, 7 days/week) at those sites where TAC has ceased HFR operations."

B. Para 2 - change to read "This agreement supplements guidance provided in NAT-614, Amendment No.2."

C. Article I, para 1 - change to read "FAA/ASM-230 will adjust staffing levels to reflect the changes in workload. USAF will reimburse IAW NAT-614, Amendment No.2. At all sites, FAA will maintain USAF owned equipment as depicted in the current "Joint Use Site Configurations" chart."

D. Article I, para 2 - change to read "The USAF will remove HFR operators as soon as possible after the HFR ceases operation. The USAF will retain the logistics technician until FAA accepts COMSEC/logistics responsibilities as outlined herein."

E. Article II, para 2 - change to read "The FAA will coordinate watch coverage schedules, i.e. 16 hours/day 7 days/week, 8 hours/day 7 days/week, 8 hours/day 5 days/week, etc., with Air Defense Sector personnel as outlined in JRPG #72, para 6.e(1)(c)."

F. Article III, para 1 - change first sentence to read "The FAA will accept COMSEC responsibilities at those radar sites where TAC has ceased HFR operations and retains Mode IV."

G. Article III, para 2 - change fourth line to read "...supply of keying material and issue three month increments of keying material to..."

H. Article IV, para 1 - change to read "The FAA will accept logistics responsibilities at all sites where TAC has ceased HFR operations as outlined in Attachment 5."

I. Article IV - add para 4 as follows "To facilitate shipment of USAF spare parts to sites without logistics technicians, FAA shipping/mailing addresses will be used. USAF will reimburse FAA for shipping USAF reparable assets under the provisions of NAT-614."

2. Change Attachment 1 as follows:

A. Attachment 1, para 1 - change to read "Search, beacon, common digitizer and Military Interface Modification (MIM)/Military Interface Group (MIG) data outages require immediate service restoral action."

B. Attachment 1, para 2 - change to read "Restoral requirements for all ground-air-ground radios are outlined in JRPG #73, Attachment 15."

C. Attachment 1, para 6 - Change to read "Plans are to retain Mode IV at those locations depicted in the current "Joint Use Site Configurations" chart." At those sites, with less than 24 hour maintenance staffing, restoral action in the event of failure must be immediate and cannot exceed two (2) hours from time of failure to start of restoration. The Mode IV uses COMSEC material and must therefore be properly secured 24 hours/day, 7 days/week. Mode IV must be keyed daily at 0001Z."

D. Attachment 1 - add para 13 as follows "For Ellington, TX, Slidell, LA, Oilton, TX, Tyndall, FL, Cross City, FL and Ft. Lonesome, FL, a requirement for a minimum of one watch standing technician during OPORD 3113/3115 operations does not apply. For the remaining Mode IV sites depicted in the current "Joint Use Site Configuration", a requirement exists for a minimum of one watch standing technician during OPORD 3113/3115 operations. Normal technician recall procedures will be initiated as directed by the Air Defense Sector Battle Staff through Job Control, if required. The technician will be on site within two hours after notification and will remain on duty until relieved by shift personnel or released by the SE upon direction from the Air Defense Sector. The Air Defense Sector will give FAA as much notification as possible for suspected liability periods."

Robert C. Klose
Robert C. Klose
FAA JRPG Cochairman

Kenneth H. Kingsmore
Kenneth H. Kingsmore, Lt Col, USAF
DOD JRPG Cochairman

USAF Radio PMI Requirements

Attachment 14

RADIO FACILITY WORKCARDS

REVISION ISSUED DATED 24 FEB 89

ACCOUNTS HOLDERS SHOULD HAVE RECEIVED IT IN SEPTEMBER 1989.

MAJORS CHANGES; NONE

MINOR CHANGES;

1. ALL 56 DAY PMI'S CHANGED TO 84 DAYS
2. CARDS 1-011 THRU 1-023 DELETED
3. CARDS 1-024 THRU 1-037 RENUMBERED TO 1-011 thru 1-024

OLD 56 DAY	DISCRIPTION	NEW 84 DAY
1-001 THRU 1-010	AN/GRT-22 MIN PERFORMANCE	1-001 THRU 1-010
1-011 THRU 1-023	DELETED	
1-024 THRU 1-026	AN/GRR-24 MIN PERFORMANCE	1-011 THRU 1-013
1-027 THRU 1-031	AN/GRC-171 MOD/DISTORTION	1-014 THRU 1-018
1-032 THRU 1-033	AN/GRC-171 SENSITIVITY and S/N RATIO	1-019 THRU 1-020
1-034	CODAN	1-021
1-035 THRU 1-037	TPM/RFFA	1-022 THRU 1-024

OLD 168 DAY	DISCRIPTION	NEW 168 DAY
1-038	ANTENNA VSWR	1-025

OLD 336 DAY	DISCRIPTION	NEW 336 DAY
1-039	GRT-22/GRR-24 SYNTHESIZER	1-026
2-001	CODAN CLEANING	2-001 (NO CHANGE)
2-002	TPM/RFFA CLEANING	2-002 (NO CHANGE)

PMI REQUIREMENTS

TO NUMBER	EQUIPMENT	INTERVAL	WORKCARD NUMBER AND ROUTINE
31Z3-175-6WC-1	AN/GRT-22	084	1-001 THRU 1-010 MIN. PERFORMANCE, MODULATION, AND FREQUENCY ACC
	AN/GRR-24	084	1-011 THRU 1-013 MIN. PERFORMANCE
	AN/GRC-171	084	1-014 THRU 1-018 MODULATION AND DISTORTION
	AN/GRC-171	084	1-019 THRU 1-020 SENSITIVITY AND S/N+NOISE RATIO
	CODAN	084	1-021 ONLY 1-021 CODAN MINIMUM PERFORMANCE
	TPM/RFFA	084	1-022 THRU 1-024 TPM/RFFA MINIMUM PERFORMANCE
	ANTENNA	168	1-025 ONLY 1-025 ANTENNA VSWR CHECK
	AN/GRT-22	336	1-026 ONLY 1-026 OSCILLATOR SYNTHESIZER CHECK
	AN/GRR-24	336	1-026 ONLY 1-026 OSCILLATOR SYNTHESIZER CHECK
	CODAN	336	2-001 ONLY 2-001 CODAN VISUAL INSPECTION AND CLEANING
	TPM/RFFA	336	2-002 ONLY 2-002 TPM/RFFA VISUAL INSPECTION AND CLEANING
31R2-2GRC171-6WC-1	AN/GRC-171	336	1-002 VISUAL INSPECTION
	AN/GRC-171	336	1-003 CORROSION CONTROL
	AN/GRC-171	336	1-004 GROUNDING
	AN/GRC-171	336	1-005 OPERATIONAL CHECK
	AN/GRC-171	336	1-007 SQUELCH (PARA 17 a,b,c,d,e,19,20,21,22 and 23)
	AN/GRC-171	336	1-009 FREQUENCY CHECK
	AN/GRC-171	336	2-002 CLEANING OF RT-986
	AN/GRC-171	336	2-003 CLEANING OF C-7999
31R2-2GRT-166WC-1	AN/GRT-22	336	1-009 VISUAL INSPECTION
	AN/GRT-22	336	1-010 GROUNDING CHECKS
	AN/GRT-22	168	2-002 CLEANING
31R2-2GRR-116WC-1	AN/GRR-24	336	1-006 VISUAL INSPECTION AND CORROSION CONTROL
	AN/GRR-24	336	1-007 GROUNDING CHECKS
31R2-2GR-146WC-1	CU-547/GR	168	1-002 CORROSION CONTROL AND PREVENTION
	CU-547/GR	168	1-003 ELECTRICAL PERFORMANCE CHECKS
	CU-547/GR	168	1-004 INSERTION LOSS
	CU-547/GR	336	1-008 ELECTRICAL PERFORMANCE DURING (RECEIVER)

Radio Restoral - Less Than 24 Hour Staffing

Attachment 15

JSS FACILITIES UHF RESTORAL REQUIREMENTS

1. Sites equipped with ten discrete tactical channels (excludes AICC and Guard).

RESTORAL TIME (NOTE 1)

Number of Channels (s) Inoperative	Day-to-Day Operations	NORAD Exercises (Note 2)
1	Next Visit	4 hours
2	Next Visit	4 hours
3	Next Duty Day	2 hours
4	Next Duty Day	2 hours
5	Next Day	2 hours
6	Next Day	2 hours
7	Immediate	30 minutes
8	Immediate	30 minutes
9	Immediate	30 minutes
10	Immediate	30 minutes

2. Sites equipped with eight discrete tactical channels (excludes AICC and Guard).

RESTORAL TIME (NOTE 1)

Number of Channel (s) Inoperative	Day-to-Day Operations	NORAD Exercises (Note 2)
1	Next Visit	4 hours
2	Next Duty Day	2 hours
3	Next Day	2 hours
4	Next Day	2 hours
5	Immediate	30 minutes
6	Immediate	30 minutes
7	Immediate	30 minutes
8	Immediate	30 minutes

3. Sites equipped with six discrete tactical channels (excludes AICC and Guard).

RESTORAL TIME (NOTE 1)

Number of Channel (s) Inoperative	Day-to-Day Operations	NORAD Exercises (Note 2)
1	Next Visit	4 hours
2	Next Day	2 hours
3	Immediate	30 minutes
4	Immediate	30 minutes

5	Immediate	30 minutes
6	Immediate	30 minutes

4. Sites equipped with four discrete tactical channels (excludes AICC and Guard).

RESTORAL TIME (NOTE 1)

Number of Channel (s) Inoperative	Day-to-Day Operations	NORAD Exercises (Note 2)
1	Next Duty Day	30 minutes
2	Immediate	30 minutes
3	Immediate	30 minutes
4	Immediate	30 minutes

5. Sites equipped with two discrete tactical channels (excludes AICC and Guard).

Number of Channel (s) Inoperative	Day-to-Day Operations	NORAD Exercises (Note 2)

RESTORAL TIME (NOTE 1)

1	Next Day	30 minutes
2	Immediate	30 minutes

NOTES:
1. Restoral time is defined as from time outage is reported to FAA until radio service is restored to operational use (i.e., UHF frequency is available for SOCC two-way operations).

2. The more stringent NORAD exercise restoral time is based on the higher demand for tactical frequencies required to support flight safety requirements. During exercises there are additional manning requirements which would make response to radio maintenance possible.

MIM Modification Status

Attachment 16

MIM MODIFICATIONS

Modification	Project No.	Status
Mt. Kaala MIM	310-86M059A	Modification completed EEM was distributed on January 11, 1989
Mode 4 MDS	310-86D116A	Project complete Handbook Change 5 6360.14 was distributed September 12, 1989
MIM w/o Height	310-88M030A	Estimate modification completion in September 1990

Logistics Support Agreement (NAT-516)

Attachment 17

Agreement No. FAA/USAF NAT-516

LOGISTIC SUPPORT AGREEMENT

BETWEEN

UNITED STATES AIR FORCE

AND

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION AUTHORITY

Agreement is made this date by and between the United States Air Force (USAF) and the Federal Aviation Administration (FAA).

1. AUTHORITY.

a. Section 601 of the Economy Act, 31 U.S.C. 686.

b. 41 U.S.C. 23.

c. Executive Order 11047, 29 August 1962.

d. Section 302(K) of the Federal Aviation Act.

2. PURPOSE. This agreement sets forth the basic policy and principles by which USAF will provide logistic support to FAA, and FAA will provice logistic support to USAF.

3. OBJECTIVE. The objective of this agreement is to provide effective economical support for equipment and systems used by USAF and FAA; to eliminate duplication of material and logistics services and to reduce the overall Federal investment in support of systems/equipment. While this agreement encompasses primarily supply support, it is acknowledged that other agreements and/or supplemental agreements may be necessary in consideration of other logistics support functions, e.g., maintenance, engineering and procurement.

4. DEFINITIONS: Terms used within one agency may have an entirely different meaning when used by another agency and this fact must be recognized by both parties to this agreement. Definitions will be incorporated in supplemental agreements as necessary. The following definitions apply to this agreement:

a. Logistics Support. The planning and carrying out of all aspects of acquisition, storage, depot maintenance, distribution, transportation and disposition of materiel.

b. Materiel. All items necessary for the maintenance, operation and support of equipment at activities and facilities.

c. Supply Support. The providing of repair parts and supplies from

the supporting agency's inventory or from continuing contracts for direct shipment to users in lieu of maintaining inventory. Included in supply support is the providing of recoverable/exchange and repair (E&R) items whereby a serviceable unit is furnished in exchange for an unserviceable unit.

d. Depot Repair and Return. The providing of repair, overhaul or calibration of parts, assemblies and test equipment which are not included under supply support as recoverable/E&R and excluding work performed to maintain supply stocks.

e. Supplemental Agreement. An agreement made in accordance with the objectives and policy of the basic agreement to provide logistics support for specific equipment, facilities or program having definitive requirements and/or workload impact.

5. POLICY.

a. Each agency shall use cross-servicing procedures whenever this means of support will increase logistics support effectiveness and economy.

b. When logistics support is required, the requirement shall be provided under the blanket authority of this agreement unless either or both agencies determine the need for a more specific supplemental agreement.

c. Procurement service shall be documented as a supplemental agreement.

d. When it is determined that supplemental agreements are needed, these agreements shall be reviewed and updated as required annually on the anniversary date of the supplemental agreement.

e. This agreement shall be reviewed and updated as required or triennially on the anniversary date of the agreement.

6. GENERAL PROVISIONS.

a. Logistics support agreements shall conform to the policies and standards prescribed by FAA and USAF.

b. Where there are significant differences in terminology or definitions affecting logistics support under a supplemental agreement, a mutually acceptable resolution of the differences shall be made a part of the agreement.

c. Requests for logistic support and output documentation shall be provided in accordance with the supporting agency's procedures. Failure data, consumption data and other logistics data requirements shall be exchanged between depots per agreement. One agency will not levy data collection requirements upon field units of another.

d. Continuing logistic support provided by both agencies under this agreement shall include guidance concerning actual and forecast consumption data, initial and follow-on provisioning for new or modified equipment, and quantitative changes in equipment to be supported.

e. Each agency agrees to advise the other of any changes in continuing system support requirements or support capability. This will include changes in equipment configuration, significant changes in maintenance and/or overhaul schedules, as well as any other known or anticipated factors which could affect or change supply consumption, e.g., in-commission rates. Consumption data and/or projected spare parts, requirements of the supported agency shall be incorporated into the item requirements computation system of the supplying agency. FAA and the appropriate USAF Logistics Command (AFLC) Air Logistics Center (ALC) shall negotiate a list of items requiring support. Factors and anticipated demands on these items will be furnished to accomplish periodic requirements computations.

f. Requisitions shall be submitted by the FAA Depot, Oklahoma City, Oklahoma, to applicable AFLC Inventory Manager (IM) for the shipment to the FAA activities. Air Force ALC activities requiring supply support from the FAA Depot at Will Rodgers Field OK must comply with Department of Transportation, FAA procedures (attachment) AB to AFM 67-1, Vol 1, Part One, Chap 11.

g. IM and the FAA Depot shall fill requisitions from ALC/FAA Depot stocks or established back orders. Both agencies will furnish documented status advice. Cancellations may be submitted when actions as shown by status advice, or subsequent informal contact, is not deemed satisfactory.

7. SPECIFIC PROVISIONS.

a. Materiel issues (including issues on exchange transactions) shall be charged at the current stock list price plus any administrative and accessorial charges prescribed by the supporting agency directives. Transportation charges shall also be billed to the supported agency.

b. The supported agency shall be responsible for all costs in returning materiel for credit. Unserviceable units will be credited upon receipt by the supporting activity at the current stock list price, less the standard cost of repair necessary to out the units in a fully serviceable condition. (The net charge on exchange transactions, therefore, will be the current E&R repair rate.)

c. Depot level maintenance/repair and return transactions shall be billed at actual cost including direct and indirect costs, plus any administrative charges specified by the supporting agency directives. The supported activity shall pay all the "round-trip" transportation charges. Depot level maintenance of FAA owned recoverable items not negotiated directly with the AFLC Director of Maintenance. Depot level maintenance by FAA activities in support of USAF owned and managed recoverable items will be accomplished by project orders. DOD Directive 7220.1, implementing 41 U.S.C. 23, Title IV of the National Security Act of 1947 as amended and 10 U.S.C. 2202, applies.

d. Billing for support under this agreement shall be on a service rendered or accrual basis periodically but not less frequency than quarterly through the fiscal year and rendered after the close of each quarter.

e. Requisitions for materiel or requests for service shall cite the

agreement number (basic or supplemental) and appropriate shipping and billing data.

f. Where FAA has a Mission Capable (MICAP) condition on equipments as identified in Chapter 2, Volume 1, Part 1, AFR 67-1, specific codings must be entered in the MILSTRIP requisition(s) submitted by FAA to the applicable AFLC, ALC, to identify the MICAP condition and assure proper monitoring and expedited handling. These codes and requisitioning procedures are outlined in Chapter 25, Part 1, Volume 1, AFM 67-1, 29 September 1986.

8. SUPPORT FOR EQUIPMENT ON LOAN OR TRANSFER. All equipment on loans or transfers shall be covered by a separate agreement:

a. Loan/Transfer of Radar and Related Equipment: This agreement recognizes the specific relationship which exists between FAA and USAF in the joint use, support, loan and transfer of radar equipment. The concepts and procedures which have covered supply support for previous loans and transfers are continued as follows: The losing agency shall furnish 90 days spare parts. The 90 days spare parts will include bench stocks and on-site spares which are necessary to insure proper operation of the equipment. The losing agency shall provide a negotiated quantity of these spares not to exceed a pro-rata share, based on the equipment to be supported by the losing agency. In those instances where equipment is provided from depot storage and spare/bench stock are not co-located with the equipment, the range and quantity of spares to be provided shall be negotiated by the two agencies and will be dependent upon the gaining agency's ability at that time to support the equipment.

b. Loan/Transfer of Other Equipment: It is the responsibility of the gaining agency to identify in the loan or transfer agreement the requirements to negotiate its spare parts needs. The range and quantity of items subject to negotiation shall be dependent upon the gaining agency's ability at that item to support the equipment.

c. Transfer of Excess Spare Parts: Subparagraph a and b do not restrict the transfer of spare parts excess to the needs of the losing agency in accordance with the established excess utilization and disposal policy and procedures.

9. ASSIGNMENT OF PRIORITIES, RESPONSE TIMES, STATUS REPORT AND SHIPMENTS:

a. Priorities and Response Times: Since the FAA and USAF operate under different priority systems, the following correlation applies to supply support transactions.

USAF Priority Designator	FAA Priority Designator	USAF Response Time (CONUS)	FAA Response Time	
			From Stock	From Procurement
1-3	1	8 days	24 hours	48 hours
4-8	2	12 days	2 days	3 days
9-15	5	31 days	8 days	17 days

(1) USAF response time shall be computed from the date of the request to receipt of materiel.

(2) FAA response time is computed from the time the request is received at the FAA Depot to the time shipment is made from stock or procurement action is taken.

(3) Each agency shall respond to the others emergency conditions as if it were an equivalent emergency of its own. USAF emergencies shall receive, as appropriate, the management attention of the Chief, FAA Depot, and his immediate staff. FAA emergencies shall receive the management attention by USAF specified for equipment included in the MICAP reporting system.

b. Status Reporting

(1) Emergency requests (FAA priorities 1 and 2; USAF priorities Ø1 thru Ø3) require expeditious status reporting agency via telephone or message on supply action and shipment status.

(2) Other requests.

(a) USAF - per MILSTRIP procedures.

(b) FAA - back order and other shipment delays by mailed copy of AC Form 4250-29, Requisition Status.

c. Shipments. Shipments will be made by the most appropriate method consistent with the designated priority. Where transportation methods used by the supporting agency will not meet the requirements of the agency, the latter is responsible for making special arrange- ments with the supporting agency. Since FAA does not have authority to use DOD logistics transportation systems, such as Log Air or Military Airlift Command, the USAF is responsible for transportation arrangements with these systems as required.

1Ø. LEAD ORGANIZATIONS/POINTS OF CONTACT.

a. The FAA Aeronautical Center is the FAA lead organization for execution of this agreement. The applicable supporting or supported ALC Director of Materiel Management, Air Force Logistics Command, is the USAF lead organization. Points of contact for day-to-day operations are:

FAA: Supply support and depot repair service - FAA Depot, Supply Management Branch, Code AC-48Ø. Billing and payment - Accounting Division, AC-2Ø.

USAF: Designate ALC functional activities provided by ALC's to the FAA Aeronautical Center. This includes associated ALC finance offices (e.g., SM-ALC: 2852 ABG/ACF, etc.).

b. Matters concerning interpretation of the provisions of the agreement or requests for amendment will be referred to:

FAA: Acquisition and Materiel Service, Attention: LG-2ØØ, 8ØØ Independence Avenue, S.W., Washington, DC 2Ø591.

USAF: HQ USAF/LEXX Washington DC 2Ø33Ø-513Ø.

11. IMPLEMENTATION.

a. Each agency shall issue supplemental procedures to provide for support under this agreement and shall exchange procedures required to effect logistic support cross-servicing.

b. USAF/FAA logistics support agreements and arrangements in effect as of the date of this agreement shall remain in force. When prior negotiated agreements require updating or review, such actions will be in accordance with this agreement. However, twelve (12) months after approval, this agreement shall prevail. Conflicts stemming from prior arrangements will be resolved under the concepts and provisions of this agreement.

12. EFFECTIVE DATE. The policies and provisions outlined herein are effective upon approval by both parties.

Department of Transportation

Federal Aviation Administration

Sign: F. E. Gilmore

By: F. E. Gilmore

Title: Director, Acquisition and Materiel Service

Date: SEP 9 1988

Department of the Air Force

Sign: RUDOLPH T. ROMANO, Colonel, USAF

By: RUDOLPH T. ROMANO, Colonel, USAF
Director, Materiel Policy

Title: DCS/Materiel Management

Date: 27 FEB 1989